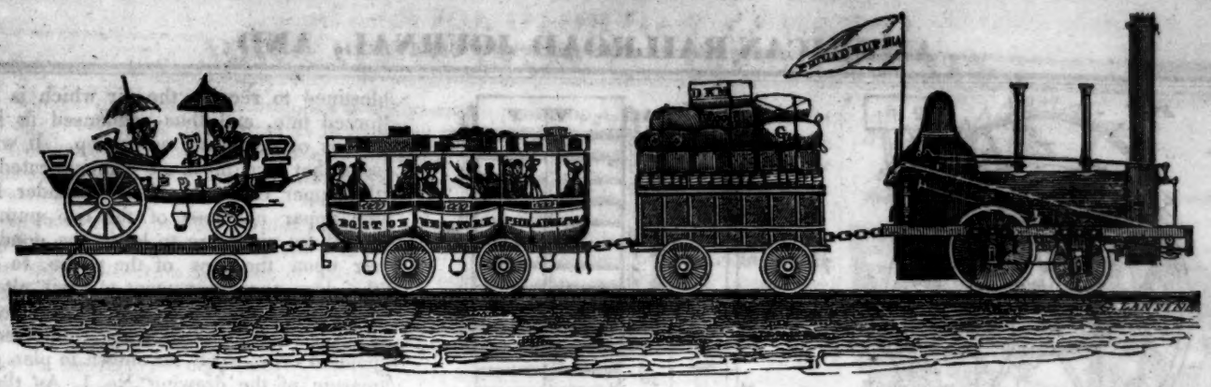

AMERICAN RAILROAD JOURNAL,
AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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D. K. MINOR, Editor.] SATURDAY, JUNE 16, 1833. [VOLUME II.—No. 24.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JUNE 15, 1833.

☞ It is much to be desired that correspondents, who favor us with their views upon new inventions, should avoid every thing like personalities. We are desirous of eliciting free discussions, and equally desirous that they should be free from asperity.

New-York and Erie Railroad.—We are much gratified to learn that the books are soon to be opened (10th of July) for subscriptions to the stock of the New-York and Erie Railroad. We have now before us the plan, and shall publish it in our next, which its friends propose to submit to the consideration of the public, for carrying into effect this important work. It has the sanction of many of our most respectable citizens, as well as of some of our most experienced engineers; and cannot, therefore, we hope, fail to meet with friends who will give it that support which the importance of the work demands.

We understand that the stock for the Brooklyn and Jamaica Railroad has been taken, and that operations are to be commenced immediately.

We have been politely furnished with the Engineer's Report, and a Circular to the Stockholders, of the New-Jersey Railroad and Transportation Company, showing the condition and prospects of that work, which we were desirous to lay before the public this week, but are obliged to defer it until next week, to make room for other matter previously in type.

The following shows the result of the annual election for officers :

At the Annual Election of Directors of the New-Jersey Railroad and Transportation Company, held at Newark on the 4th instant, the following gentlemen were elected, with great unanimity : Gen. John S. Darcy, A. W. Kinney, A. W. Corey, and Z. Drake, of Newark; William W. Woolsey, and A. Dey, of New-York; Thomas Salter, of Elizabeth-town; George P. Molleson, of New-Brunswick; and William R. Allen, of Burlington.

At a subsequent meeting of the Board, Gen. J. S. Darcy was unanimously elected President; A. W. Corey, Treasurer; and John P. Jackson, Secretary.

We extract from the April number of the "London Repertory of Inventions," specifications of two patents recently obtained there, which we think will be useful to those who are concerned in constructing railways in this country, as well as iron founders, and in fact, to all who are in any way interested in the progress of internal improvements. If they are important (and we think they are), it will be a matter of gratification to us to elicit from some of our numerous subscribers their opinion as to the utility of them. From directors, and others engaged in constructing railways, we especially invite communications—no matter what view of the matter they take, our columns are open for their opinions, confident that by discussion the real value of the invention will be arrived at.

James Wright *vs.* The Baltimore and Ohio Railroad Company.—The trial of this interesting case has at length closed. The suit was brought for an alleged invasion of a patent, obtained by the plaintiff in September, 1829, for the discovery of a new principle in railway cars, whereby curves of any radius may be traversed with equal facility as straight roads. It was specified, essentially, as a combination of conical wheels with vibratory axles. It was proved that in July, 1829, Ross Winans, then in England, constructed a car with conical wheels, and axles to run in his patented friction wheel, an *incidental* property of which last named wheel is a vibration of the axle within the periphery thereof. That after experimenting with said car on the Liverpool and Manchester Railway, it was sent to the United States, where it arrived in the fall of 1829, and was used for several weeks on the Baltimore and Ohio Railway, when it was finally thrown aside—neither it nor any other car of the same construction being used thereafter. Though this car appears to have possessed the properties specified in the patent of the plaintiff, (a combination of cone wheel with vibrating axle,) it does not appear that the vibration of the axle was declared and maintained as a *principle* of the machine, in the view of the inventor or of the user.

In May, 1830, the Baltimore and Ohio Railroad Company put upon their road a car, the invention of which they claimed for their chief engineer, as a new and important achievement; the car proving eminently successful, the Company from that time constructed their cars on its plan. Hereupon the plaintiff brought his suit.

After a laborious investigation of the case for 25 days, during which the learned counsel on both sides evinced great zeal, ingenuity, and ability, the case was committed to the Jury, who, this day, at 10 o'clock, rendered a sealed verdict, which, being opened by the Court, was found to be for plaintiff—damages $2,100.

This morning, on motion of the plaintiff's counsel, the Court entered judgment for $6,300, being triple damages, according to the patent law. We understand the defendants have appealed on the case.—[Balt. paper.]

Philadelphia, June 7.

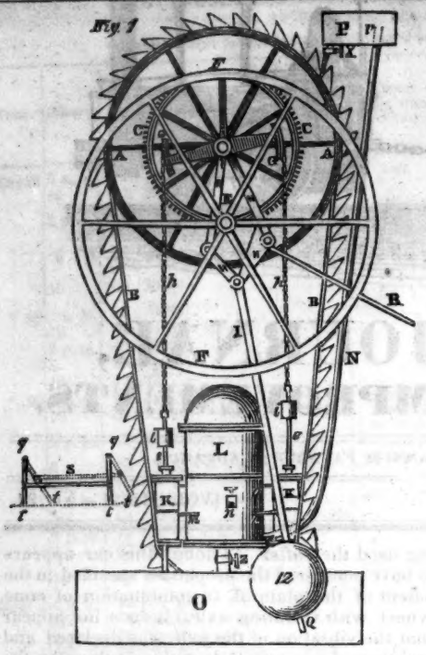
The Locomotive Engine, called the Pennsylvania, invented and patented by Colonel S. H. Long, of the United States Army, has been fairly tried and approved on the Germantown Railroad.

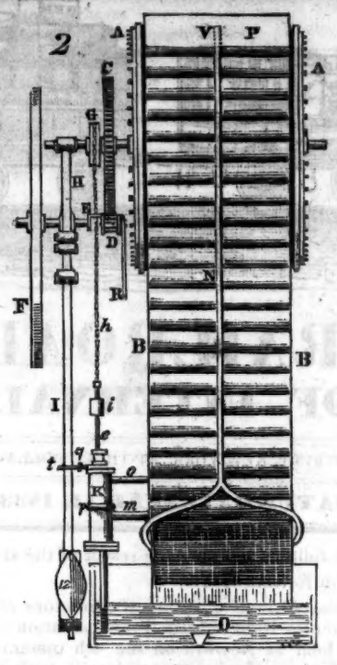
Recent experiments have shown that the Engine is fit to draw thirty-two tons, easily, on a level road, at the speed of fifteen miles an hour.

The whole weight of the engine is four tons and a half; the boilers evaporate two hundred gallons in an hour, in which time they require the consumption of something less than two bushels of anthracite coal, the only fuel used.

The wheels are made of wood, each with an iron tire of three parallel concentric circular bands, cheap in price, but very substantial, strong, lasting, and efficient.

Col. Long has employed himself, for some time past, on experiments for the application of the heat produced by Anthracite coal to the production of steam for locomotive engines; and has succeeded in a degree above the most sanguine expectations with which he started. With his arrangement of the furnace and the flue, anthracite may be used, for raising steam, more advantageously than the best pine wood. It sends forth no sparks to burn or alarm passengers careful of their dresses; and emits no disagreeable or pernicious vapor; and it enables the director to travel without the encumbrance of a tender, as the fuel and the water are both carried on the engine.—[Daily Chron.]





Pierre Nicholas Hainsselin's Machine or Motive Power for giving Motion to Machinery of different descriptions, to be called "Hainsselin's Motive Power." [From the Repertory of Arts, &c. for March.]

No. 1 represents a front view of the machine, and No. 2 a side view; similar letters of reference are used to denote similar parts in each view. A A is a large drum; B B, an endless series of reservoirs, or (as they would be called on a water-wheel) buckets, each fastened by a hinge joint to the other, so as to form an endless chain passing over the drum; C C is a cogged wheel, working into the pinion D, and E is an eccentric, more particularly explained hereafter; F F is a fly-wheel; G G is a balance beam, carrying the segment of a circle at each end; H H H H is what I call an escapement for I, which is a pendulum, and I 2 is the weight of the pendulum; K K are two pumps; L is the main cylinder of the machine; M, an air pump; N, a pipe through which the water which works the engine is raised; O is a reservoir to receive the water from the descending buckets, and P a reservoir to receive the water from the pipe N.

When it is required to make one of the said machines, the following details must be observed: Suppose, for instance, it is required to make one on my plan, equal in power to a steam engine of which the expansive force is equal to a resistance of 1,000 lbs. in a second. It will be seen that air and water are the two principal agents in my machine. Water, it is known, weighs from 60 to 62 lbs. the cubic foot, and it requires 32 cubic feet of air to balance one cubic foot of water; and I have found by various experiments, that my machine employs about three-fourths of its power to produce its own action. From these premises it results, that, in order to have a machine on my plan equal to 1,000 lbs. per second, there must be 4,000 lbs. of water in the descending buckets, and 200 cubic feet of air condensed in the cylinder L, by means of the air pump M, which is worked by hand by a lever handle.

The drawing represents 64 buckets, fastened together by hinge-joints, in such a manner as to form an endless chain of buckets, their motion being so contrived that they descend full at one side of the drum, and rise empty at the other side; the drum being about 3 feet 6 inches in diameter, 25 of these buckets can retain water at the same time, and in order that the united weight of their contents may be 4,000 lbs. it is necessary that each of the 64 buckets shall be of a size (whatever be their form) conveniently to hold 160 lbs. of water.

In order to supply the 25 descending buckets with the required quantity of water, the two pumps K K are placed a little above the lower reservoir O; the rods of these pumps plumb with the extremities of the balance beam G G, by which they are worked.

The capacity of each of these pumps should be such, that each stroke of the piston should raise a column of water to the upper reservoir P, sufficient for the supply of one bucket, that is to say, 100 lbs. These pumps, which may be called hydropneumatic, are nearly like ordinary lift-pumps, the only difference being that the pump chamber is divided into two parts by the division *p*, the upper part being furnished with the piston of a force pump; the same rod, *e*, works both the piston of the upper part of the pump chamber, and the valve of the lower part of the chamber. The pump rods *e e* are fixed to a chain *h h*, which is attached to the segments on the ends of the balance beam G G, and thereby made to work the pump rods, while the balance weights *i i*, below the extremities of these chains, keep them at a proper degree of tension, and keep the beam on a just balance. The strong cast iron cylinder L must be capable of resisting the force of the condensed air which it is intended to contain, say at least 240 lbs. The interior of this cylinder is furnished with a division, by which an upper and lower chamber is formed, the lower is intended to receive the water which the pumps K K feed it with, by means of the pipes *m m*, at every stroke of their pistons; and in this chamber the water frees itself from the air which may have been pumped in with it, and which is suffered from time to time to escape at the cock *n*, when a quantity has collected sufficient in any way to retard the action of the machine. It is from this lower chamber that the water is supplied to the upper reservoir P.

The upper chamber of the cylinder L is destined to receive the air which is to be forced into, and thus condensed in it, by means of the small air pump. It will be seen that two pipes *o o* communicated with the upper chamber of the cylinder L and the upper chamber of the two pumps K K: these pipes are to let in the condensed air upon the tops of the piston, to cause the downward movement of their alternate action; *q q* are two valves, each furnished with a lever *t t*, which levers are connected by a pointed cross-bar S, as shown in plan in the margin of the drawing No. 1. As the two arms or levers *t t* of this contrivance project beyond the vertical line of the pendulum I, they are acted upon alternately by the vibration of the pendulum, thus alternately opening and shutting the valves *q q*. The lower reservoir O may be of any convenient capacity, but the upper reservoir P should at least be able to contain as much water as 25 of the buckets can hold, and the ascending pipe N, through which the water is raised from the lower chamber of the cylinder L, to the upper reservoir P, should be of such a diameter as to contain exactly the quantity of water required to fill three of the buckets.

The cock X is to regulate the descent of the water from the reservoir P into the buckets, which should be just equal to what is pumped up by each pump at each stroke of the piston. An air cock is attached to the top of the upper chamber of the cylinder L, and is to let a portion of the condensed air escape when its too great density causes the engine to work at too rapid a rate.

Z is a cock for emptying the lower chamber of the cylinder L, when necessary for repairs or otherwise, and a similar cock or valve should be made to the lower reservoir O, in case, at any time, it should be required to empty it.

As it is necessary that each bucket as it empties itself should be replaced by a full one, the pinion D should be so regulated with reference to the toothed wheel *c* (which is fixed on the same axis as the drum A) that at every half revolution of the fly-wheel F, (which gears in with the pinion D, and is on the same axis with the eccentric E,) one of the buckets shall present itself in turn under the cock X to be filled.

The pendulum I is fixed on the same axis as the balance beam G G, and the object of the eccentric fixed on the axis of the fly-wheel is to act upon that part of the pendulum which I call the escapement, at *r*, thus propelling the pendulum to one side, while, as soon as the eccentric turns away from *r*, and it thus escapes from the action of the eccentric for a time, its own weight brings it back to be acted upon by the eccentric again, thus keeping up the vibration of the pendulum. The jointed bars at H H H H, which I have called the escapement, form a part of the rod I. This rod is furnished with the weight I 2, which may be raised or lowered on the rod I, by turning it to the right or reft on the thread of the screw Q, to regulate the motion of the pendulum, and this motion may be further regulated by the segment bar and adjusting screw K, which expands or contracts the jointed bars H H H H of the escapement at pleasure, and thus allows an increased or diminished action of the eccentric on the part *r* of the escapement.

R is a lever to throw the pinion D in and out of gear with the fly-wheel F, in order to stop the machine, or put it in action when required, and it may be well here to describe that this is effected by means of a small arm,

which, when in gear, protrudes through a hole in the flange; O O of the pinion is drawn away from this arm, the fly-wheel and all upon its axis stops, and the pinion turns harmlessly with the toothed wheel.

Having now described the various parts of my said invention, and their several uses, I will proceed to describe the mode of putting the machine in operation. First, put a sufficient quantity of water in the reservoir P to fill 25 of the buckets, and about the same quantity in the reservoir O; then open the cock, X, of the upper reservoir, and by means of the lever R, throw the fly-wheel out of gear with the pinion D. By continuing to press lightly on this lever, R, it will cause the flange, *o o*, to rub against the wheel *c*, which it must, by means of the friction thus caused, be allowed to turn slowly, so as to give time to the 25 buckets to fill themselves. The moment the whole of the 25 buckets are full, the pinion must be smartly thrown into gear with the fly-wheel F, and by means of the lever *a* of the air pump M, the upper chamber of the cylinder L must be charged with air. It will be known when it is full by the sudden resistance the air will make when that is the case. The two foregoing operations will only be necessary when the machine is put in motion for the first time, or when afterwards, for any purpose, it may have been emptied of its air and water.

The machine is now ready to act, and it will only be necessary to give the first impulse to the pendulum, which, being done, the weight of the water in the 25 full buckets will cause the drum to rotate, as also the toothed wheel *c*; this will act upon the pinion D, which it worked into, and will cause the eccentric E, and the fly-wheel F, which are fixed upon the same axis, to revolve, the fly-wheel being so arranged as to make just half a revolution during each vibration of the pendulum.

The eccentric E, which is fixed upon the axis as the fly-wheel, will always act upon the pendulum, and secure to it its vibrating motion while the length of the strike will be easily determined by opening or shutting the escapement H, which is performed by turning the screw either to the right or left, as the case may be.

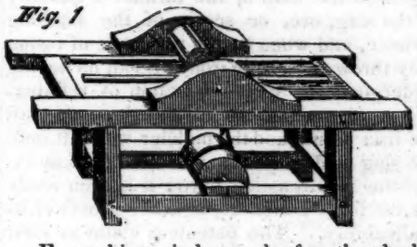
By raising or lowering the weight, I, 2, so as to make the vibration of the pendulum correspond with the speed of the fly-wheel. This weight, I, 2, should be of such a weight that when vibrating by its own weight, only, it will have the power to give full three strokes to the pumps K K. This pendulum, which is fixed on the same axis as the balance beam G G, will give an alternate movement up and down to each arm and segment of the beam, and these segments being connected with the rods *e e*, of the pumps K K, by means of the chains *h h*, their motion will work the pumps, and raise the water from the lower reservoir O to the upper P, through the lower chamber, of the cylinder L, and the ascending pipe N, whence it will flow again through the cock X, to fill in succession the 64 buckets of the machine.

The pendulum I, in its passage from * to *, strikes alternately the arms of the lever *t t*, which opens and shuts the valves *q q*, in order alternately to let escape and confine the air in the upper chamber of the cylinder L. The portion of the air which the alternate motion of the valves *q q* allows to pass into the upper chamber of the pumps K K expands, and acting with all its force on the upper side of the piston *d*, forces it down to the small openings *p p*, cut in the chamber for that purpose, and, escaping there, relieves the piston of the pressure, while the balance weights, *i i*, keep the chain, *h h*, stretched out, and the balance beam G G in equilibrio. —In order to preserve the density of the air in the upper chamber of the cylinder L, the operator must occasionally pump the chamber full of air, by means of the pump M; if this be done every five or six minutes, it will prevent the necessity of spending two hours when the machine first starts to charge the chamber.

Now, whereas it is evident that the power of the machine hereinbefore described may be applied to any of the ordinary purposes for which the power of steam-engines are now used, I claim it as my invention, &c., &c.

Description of Tichenor's Patent Machinery for making Window Sash, Pannel Doors, Window Blinds, and Pannel Work generally. Communicated by the Proprietors, for the American Mechanics' Magazine.

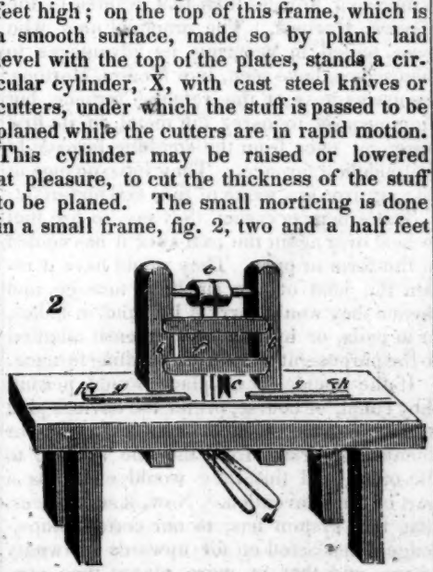
Fig. 1



For making window sash, &c. the plank is sawed up into proper lengths and widths by the use of circular saws, which are set on proper frames, for that purpose, the operation and construction of which are too generally known to need description.

The planing is done on a wooden frame, fig. 1, made of timbers four by five inches square, six feet long, two feet wide, and three feet high; on the top of this frame, which is a smooth surface, made so by plank laid level with the top of the plates, stands a circular cylinder, X, with cast steel knives or cutters, under which the stuff is passed to be planed while the cutters are in rapid motion. This cylinder may be raised or lowered at pleasure, to cut the thickness of the stuff to be planed. The small morticing is done in a small frame, fig. 2, two and a half feet

2



high, and of sufficient strength to support two upright standards or posts, *b*, in which grooves are made for a slide to move; in the slide are two chisels, *c*, set for making the small mortice after boring. This is done by two treadles or levers, *d*, which are moved by the foot, one to press it down, and the other to raise it up, by means of a cord, *e*, passing over a pulley, which is attached to the slide, *f*, containing the chisels. The stuff to be morticed is kept in its place by the gages, *g g*, which are fastened by screws, *h h*.

3

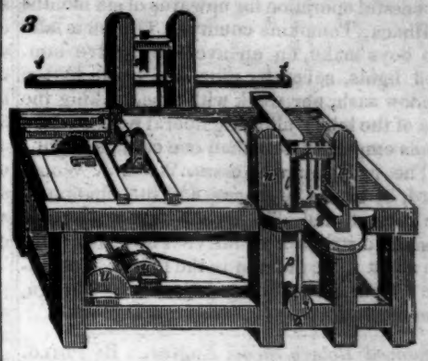


Fig. 3 represents a wooden frame of timber four inches by five inches square, eight feet long, six feet wide, and three feet high, to the top of the plates, with girts a sufficient height from the bottom to hang the drum-cranks, &c. on the frame. The following kind of work is done: the stuff, being planed, is taken to a small circular saw, *i*, set in motion on one end of the frame, and cut to an exact length by the aid of a wood slide gage, which can be set to any length, and can be screwed by set screws or keys. The next operation is tenoning: a small frame or gate, *k*, similar to a common saw gate, is fixed on the side of the large frame: in the top of the small frame are set two chisels, *y*, of sufficient length for tenoning small stuff; there are two saws, *l*, hung in the same gate or frame, for tenoning larger stuff for doors, &c. one of which can be used for dove-tailing, with proper gages. In the same gate or frame is hung an instrument, called a coper, *m*, which is constructed of a flat piece of steel, secured on just far enough forward to serve as a gage for cutting the coping sufficient deep to form a correct fit to the moulding of the sash. The gate, or small frame, is hung within two perpendicular posts, *n n*, screwed on the side of the main frame, on which posts are fastened two bars of round iron, polished, and fitted for the gate to slide on; immediately under this gate, and on the lower girts of the main frame, hangs an eccentric wheel, *o*, to which a pitman, *p*, is attached, which connects with the gate or frame in which the saws, chisels and coper, hang, and when put in quick motion by a strap or gearing is a very expeditious mode of making tenons, &c. This is done by passing the stuff along by the wooden gage, *q*, under the chisels, *y*, or up to the saws, *l*, as fast as they cut clear; a screw gage is fixed to regulate the length of the tenons; when large tenons are made by the saws, the shoulders are cut by a small circular saw, *i*, hung for that purpose at one end of the main frame, over which the stuff is passed by a wooden gage, so as to gage it just deep enough, and moveable at pleasure.

The boring is done by a spoon-bill bit fitted in a small arbor, *r*, set in motion at either side of the main frame, and is kept in its place by slide gages. The morticing is done on the opposite side of the main frame from the tenoning, by chisels, *s*, set in a similar frame and driven by a crank; the chisels are set transversely or crosswise, in order to leave a relish as in a mortice made by hand; one or more holes are bored to start from. The stuff is kept true to its place by slides or gages. The morticing is completed by passing the stuff along under the chisels, the same as in tenoning; a gage, *t*, is hung out at each end to govern the exact length of the

mortice. One of these machines has been in successful operation for upwards of six months at Ithaca, Tompkins county. One man and two boys make, on an average, twelve hundred lights, seven by nine and eight by ten window sash, per week with ease, making the cost of the labor, allowing liberal wages to the hands employed, less than one cent per light.

The proprietors, Messrs. W. & J. Woodward, of Ithaca, will give any information on the subject, and offer to sell rights for large or small districts of country. These machines are about to be erected in the following counties: Courtlandt, Tioga, Steuben, Cayuga, Oneida, Jefferson, Genesee, and Orleans.

Improved Rotary Steam Engine. By PHILO.

To the Editor of the American Mechanics' Magazine.

LANCASTER, Pa. May 14, 1833.

SIR,—The "Improved Rotary Steam Engine," of which drawings and a description are given in the third number of the American Mechanics' Magazine, is not the invention of "Mr. Mollery, of Oswego," to whom it is credited in that Journal, but of Phineas Davis, of York, in this state. An engine precisely similar in principle, and differing very little in construction, was made by Mr. Davis, and used as the moving power of the Steam Clover Mill, which was burnt in the borough of York thirteen or fourteen years ago. The inventor, in connection with other gentlemen, was subsequently engaged in constructing an engine on the same principle and plan, at the foundry of Rush and Muhlenburg, in Philadelphia. That engine was intended to be applied to propelling a boat in the Delaware; the enterprise however failed—from some cause which is not distinctly remembered. There are many persons at York who would, from the drawings of Mr. Mollery's engine, at once recognise the identity of the machines. Two of Mr. M.'s engines, "of such dimensions that a man might easily carry one in each hand," are stated to propel a small vessel "of the size of a common canal boat," at the rate of "ten miles an hour," one engine being applied to each wheel. We will not question the correctness of this statement, but do not perceive, from the drawings or description, any such variation, in the construction adopted by the New-Yorker, as seems sufficient to account for a more successful application, by him, of the principle to steamboat navigation, than was accomplished by the original inventor. I am, sir, yours, &c.

PHILO.

Patent granted to Daniel and George Horton, Iron Masters, Leys Iron Works, Stafford co. England, for an improved Puddling Furnace, for the better production of manufactured iron, in the process of obtaining it from the pig.

These gentlemen have found that pig iron, having undergone the action of the refining furnace, requires a degree of heat for its re-fusion, in the process of puddling, so great that the materials of which this latter furnace is composed are very speedily destroyed or rendered useless. They conceive that the refining furnace may be altogether dispensed with; and they suggest a process whereby the puddling may be conducted on a more economical and efficient plan.

Their improvement is extremely simple in its principle. It is the excessive heat which destroys the furnace; therefore, their object is to disperse and carry off as much as possible of this heat from the furnace, without in the least lowering the temperature to which the iron must be submitted in the operation of puddling. Where it is possible to expose the whole external surface of the puddling furnace to the action of the atmosphere, its sides may be composed of plates of iron, fitly prepared, and the stream of atmospheric air will carry off a sufficient quantity of the heat to prevent the consumption of the material of the furnace.

Wherever such exposure is impossible, the patentees would surround their furnace with a series of pipes, so constructed as to serve as bridges for the furnace; and these pipes should be made to circulate rapidly a strong force of water, perpetually supplied, and regularly carried off as it becomes heated. Of course, other means might be suggested; any good conductor of heat may be applied to the surface of the furnace, and the superfluous caloric may be carried off by radiation or otherwise.

They commence their process by throwing on to the bars of the furnace a quantity of the slag, ore, or scoria of the smelting furnace, and when that is in a state of fusion they throw in the pig iron, without its having undergone the usual operation of refining. When it is melted, the heat is increased until the iron boils; and the puddler works it until the slag or earthy matter is all carried away, and the iron remains pure: it is then ready for the forge hammers, or other proofs of its malleability. The patentees claim as their invention, only, the carrying off some portion of the heat from the exterior of the furnace itself, and that by means of atmospheric exposure, or aqueductory pipes.

Patent granted to Geo. Jones & Co., of Wolverhampton, Stafford co., England, for an improvement in making malleable iron.

This patent carries much further the simplifying process than that granted to the Messrs. Hortons. The practical men who have united in securing its advantages to themselves, have seen, like Messrs. Hortons, the uselessness of the refining furnace, but they purpose to carry the metal, in its first fusion, at once from the smelting furnace to the puddling furnace. They have no pigs at all: pig iron is a waste of time and material.

There is no occasion, they say, to use fuel to heat over again the iron after it has cooled in the form of pigs. They would have it retain the heat of the smelting furnace, and thence they would carry it by hand, in ladles, or in pails, or by any other utensil adapted to the purpose, at once to the puddling furnace.

If the accidents of place would permit, they could, of course, prefer the obvious plan of carrying the smelted metal by a pipe, or channel, or drain, from the one furnace to the other, and this they would claim as a part of their invention. Now, it so happens, that this system has, to our certain knowledge, been acted on for upwards of twenty years, and that in more places than one. However, *publication alone* insures private right. It is remarkable that two patents should have been granted on succeeding days for purposes acting so exactly on each other; their combination would be a yet greater improvement. In both cases the refining is dispensed with. If portability be no object, and local circumstances are favorable, these plans will effect a great saving of time and money.

ECONOMY.—"A slight knowledge of human nature will show," says Mr. Colquhoun, "that when a man gets on a little in the world he is desirous of getting on a little further." Such is the growth of provident habits that it has been said, if a journeyman lays by the first five shillings his fortune is made. Mr. William Hall, who has bestowed great attention on the state of the laboring poor, declares he never knew an instance of one who had saved money coming to the parish. And he adds, moreover, "those individuals who save money are better workmen: if they do not the work better, they behave better and are more respectable; and I would sooner have in my trade a hundred men who save money, than two hundred who would spend every shilling they get. In proportion as individuals save a little money their morals are much better; they husband that little, and there is a superior tone given to their morals, and they behave better for knowing they have a little stake in society." It is scarcely necessary to remark, that habits of thoughtfulness and frugality are *at all times* of immense importance.—[Wilderspin's Early Discipline.]

Two hundred and thirty boats passed the town of Paterson, (N. J.) in the *Morris Canal*, from the 20th of May, the 1st instant. The advantages of this canal, it is said are now becoming known.

At a recent session of the Circuit Court in Sussex County, (N. J.,) G. Bartlett recovered $1500 of the Morris Canal Co. for damages sustained in consequence of his forge and mills being interrupted in their supply of water during the time the canal was making.

The New Locomotive.—The new eight-wheeled Locomotive Engine *Barnwell*, received by the line ship *Sutton*, was set up and placed upon the Railroad in the short period of *three days*. She was put in operation yesterday afternoon, and we feel pleased to say, from the partial trial made, was found to exceed the most sanguine expectations. She appeared to perform much better than any engine which has yet been in operation—the steam was raised to 50 lbs. in 27 minutes, in consequence of the superiority of her draught, and the smoke was thrown off freely, and in a manner to cause much less inconvenience to passengers than has been heretofore experienced.—[Charleston Courier.]

STEAM OMNIBUS.—Monday afternoon, an omnibus worked by steam, on a new and ingenious principle, was tried on the Paddington road. The inventor is Mr. Walter Hancock, of Stradford-le-Bow, who has obtained a patent for his very useful discovery. The machine altogether does not exceed the space which an ordinary omnibus with horses attached would occupy, and the appearance is peculiarly neat. The body is capable of accommodating fourteen persons, the engine dividing that from the furnace in the rear. The passengers experience no inconvenience from heat, and coke being the fuel employed, there is no annoyance by smoke. The engine works on a crank, not on the axle, and the propelling power is applied to the wheels by means of iron chains. The chief recommendation, that which timid persons will consider most, is that there can be no possibility of explosion. The propelling power is equal to from 15 to 20 miles an hour, but even when the steam is raised to its very highest pressure there is no risk, the water being deposited in several iron pipes, or what are termed chamber boilers, with a valve to carry off the superfluous steam. The guide, who sits in front,, has complete control of the vehicle, and can arrest its progress instantaneously. It left the Patent Steam Coach Company's yard, in Charles-street, City-road, at four o'clock, with a full complement of passengers, chiefly ladies, guided in this instance by Mr. Hancock, the patentee. At first it proceeded at a pace of about six miles an hour; but having cleared the crowd, who assembled in large numbers to witness the exhibition, the velocity was increased to the rate of ten miles an hour. It is intended to ply regularly from Paddington to the Bank—[London Globe.]

To the Editor of the American Railroad Journal:

SIR,—Whether my remarks on the *Guard Rail* were "uncalled for" will be a question settled in the mind of every reader of your Journal, by the views he may entertain of the intention of an inventor when he announces his improvement. If he places his specification before the public, and leaves its merits to the *principle*, every one forms his own opinion from it; but, if not content with this, he claims that it is for *certain reasons* superior to all other metho 's, and these *reasons* are believed not to be sound, every one is called upon, by the interest he has in the common prosperity, to show why the merits of the invention in question ought rather to be asserted on other and more tenable grounds.

Thus, when Mr. Bulkley gave as a *reason* why the Guard Rail should be preferred to timber, that the latter "bruised" under the iron,—having long since published the remedy for this accident, it was my *duty* to mention it.

Again, when he claims for his cast iron rail that wrought iron *exfoliates*, to remind him that, though such effect was *feared*, it had been found, *on experience*,—not to occur to any great extent, was *fair*.

When he claims for his combination, that it is strong, "on the same principle as an arch," though he disclaims "*calling*" it an arch, I must ask pardon for my dullness in not being able to make the nice distinction he does.

If, then, I have "misrepresented" his invention, it was not surely intentional; and if I now perceived that I had, it would be admitted frankly, and due reparation made.

But, sir, the journals of science in England carry on such investigations as these without asperity and personality. No man is there accused of *arrogance* for expressing his opinions any more than inventors are for setting up the *offspring of their brains* above all comparison. Your Journal will lose something of its usefulness, if the temper of such discussions compel your correspondents to assume fictitious signatures. Few will undertake, under their own, to help on the great cause of American competition with England, in the arts that sustain a nation, unless it can be done without offending. If Mr. Bulkley's invention is sound, he may have in this inquiry taken some useful hints—to guard his Guard Rail at its weakest points,—and have been more benefitted than injured; but I forbear to be again exposed to the imputation of arroganey, in this intimation. In taking leave of the subject, permit me to invite *his informant* to state the circumstances under which such premature or early decay of timber rails took place—the kind of wood—the breadth of iron—the weight of load—manner of fastening—embedding—support, &c.

For, it is very interesting to the interior of this State how railroads may be made without absorbing so much capital as to be inferior property and fall below par. Unless we can, from the beginning, keep the stock up *justly*, there will be hesitation in embarking in these works.

Thus believing, must be my apology for occupying so much space in your valuable pages on this subject. J. L. SULLIVAN.

To the Editor of the American Railroad Journal:

SIR,—In my communication on the subject of the "Guard Rail," in the last number of your Journal, I perceive in the *seventh paragraph* the word *log* printed *cog*, in four different lines; please to have the goodness to have it noticed in the next number of your Journal. And in the next succeeding number of your Journal, I propose, with permission, to take proper notice of the communication of Uriah A. Boyden, which appeared in the last number of your Journal.

Respectfully, yours, R. BULKLEY.
New-York, June 12, 1833.

METEOROLOGICAL RECORD, KEPT IN THE CITY OF NEW-YORK.

For the Week ending Monday, June 10, 1833, inclusive.

Communicated for the American Railroad Journal and Advocate of Internal Improvements.

Date.	Hours.	Thermometr.	Barometer.	Winds.	Strength of Wind.	Clouds from what direction.	Weather.
June 4	6 a. m.	50	30·15	N by W	moderate	W by S / W by S / NE	fair
10	2 p. m.	66	30·20	N—NNW	light	W / N / W by N	
	6	66	30·20	NNW—NNE	moderate		
	10	60	30·22	SSW			
" 5	6 a. m.	57	30·25	WSW			
	10	72	30·23	SW		WNW / WSW / SSW	light scuds fr ssw
	2 p. m.	76	30·21	S		W by N	
	6	68	30·15	SSW			
" 6	6 a. m.	65	30·16	SSW			
	10	67	30·09	SSE	light		cloudy / rain
	2 p. m.	67	30·06	E			
	6	65	30·01	S by E			
	10	64	29·99			WNW / S	cloudy
" 7	6 a. m.	62	29·95	NNE	moderate		rain / cloudy / —fair
	10	61	29·85	ENE—E			
	2 p. m.	64	29·88	E			
	6	66	29·81				
	10	66	29·80			WNW	fair
" 8	6 a. m.	64	29·81	NNE	moderate		hazy and foggy
	10	66	29·85	ENE			
	2 p. m.	68	29·80	SSE	light		
	6	65	29·78			W by S / W by S	fair
	10	62	29·77				
" 9	6 a. m.	58	29·63	WSW—WNW	moderate fr'h—str'g	NW / NNW	clear
	10	65	29·62	NW	fr'h—mod.		
	2 p. m.	66	29·65	NNW	light		clear
	6	64	29·69				
	10	59	29·72				
" 10	6 a. m.	53	29·72	W—WSW	light	WSW / SW / WNW	fair
	10	65	29·74	SW by W			
	2 p. m.	72	29·63	WSW	moderate		cloudy
	6	68	29·63	WNW			
	10	58	29·68	NNW			fair

Average temperature of the week, 64°.

little or no rain on the Hudson above the Highlands.

METEOROLOGICAL RECORD, KEPT AT AVOYLLE FERRY, RED RIVER, LOU.

For the months of March and April, 1833—(*Lat.* 31.10 *N., Lon.* 91.59 *W. nearly.*)

[Communicated for the American Railroad Journal and Advocate of Internal Improvements.]

Date. 1833.	Thermometer. Morn.	Noon.	Night.	Wind.	Weather, Remarks, &c.
March 1	39	36	32	N—severe	cloudy—rain and spits of snow (the first this winter)
" 2	28	42	38	..	clear—calm evening—ice—martin birds appeared
" 3	30	50	49	calm	.. all day
" 4	39	62	60	SE—light	cloudy—calm evening
" 5	52	60	62	calm	.. .. —rain all day
" 6	58	59	56	N	.. —rain in the morning—evening clear and calm
" 7	46	58	52	calm	.. —rain all day
" 8	48	59	58	N—severe	clear all day
" 9	40	66	63	calm	.. ..
" 10	47	70	66	S—light	.. ..
" 11	56	70	67	S—severe	cloudy all day
" 12	62	71	64	S	.. .. —calm and rain all night
" 13	60	58	56	calm	.. —rain in the morning
" 14	56	62	61	..	.. —rain all day
" 15	59	58	53	..	.. — .. .. and night remarkably heavy
" 16	58	62	62	..	foggy morning—rain and thunder severe all day and night
" 17	63	64	64	..	cloudy—rain and thunder all day and night, severe and heavy
" 18	65	66	64	S—severe	gales — .. ..
" 19	68	73	72	calm	.. —rain—light showers in the evening—wind S and light
" 20	60	70	74	W	cloudy—evening clear and calm
" 21	51	68	59	calm	clear all day and night—planted corn, beans, &c.
" 22	47	73	64	..	.. .. ..
" 23	56	68	62	..	.. — rain in the evening—wind NW and high all night
" 24	54	72	66	NW	.. — calm evening
" 25	54	71	65	calm	cloudy morning—clear day
" 26	54	74	64	..	clear—rain at night
" 27	60	71	65	..	cloudy—rain and thunder at night from NW, high
" 28	56	52	49	NW	.. —wind high all day and night
" 29	41	59	56	N—light	clear — .. .. .. —gathered turnip and mustard seed
" 30	40	61	58	E—light	.. —light white frost
" 31	42	66	67	NE—light	.. all day and night—Red River at a stand
April 1	58	63	64	SE—strong	cloudy—rain & thunder afternoon & night—gathered mustard & turnip seed
" 2	62	76	70	calm	foggy morning—clear day
" 3	55	80	71	..	clear—planted sweet potatoes, two acres
" 4	60	72	64	NE—light	.. all day—Red River rising
" 5	58	74	62	..	.. .. [severe till 12, midnight
" 6	60	66	62	SE—light	cloudy—light thunder showers all day—calm at night—rain and thunder
" 7	60	73	66	W	clear
" 8	54	76	63	calm	..
" 9	56	78	67	..	..
" 10	60	74	70	..	cloudy evening—wind S
" 11	68	75	69	S	.. all day
" 12	61	80	66	..	clear—cloudy night
" 13	58	72	62	NE	.. —evening, wind N, and heavy thunder and rain, and at night
" 14	56	58	60	NE—strong	cloudy—calm late in evening and night
" 15	57	66	61	NE—light	.. morning—evening light showers and calm
" 16	58	70	64	W—light	cloudy—evening light showers and calm—peas ripe
" 17	57	72	61	NW—light	clear
" 18	52	76	67	N—light	.. —calm and cloudy night
" 19	58	74	68	E—light	cloudy—calm—clear evening and night
" 20	66	78	71	calm	.. morning— .. .. ..
" 21	65	82	77	..	clear
" 22	70	84	74	..	..
" 23	64	85	72	..	.. —at 5 p. m. shower and very heavy thunder
" 24	64	82	78	..	..
" 25	65	82	74	..	..
" 26	65	83	76	SE—light	cloudy morning—clear—calm day
" 27	66	81	73	SE—high	clear [then calm and cloudy
" 28	72	65	63	SE—severe	cloudy—at 12, noon, a severe gale and rain from W, continued until 4 p. m.—
" 29	65	80	74	calm	.. —even'g & night, heavy thunder showers—new potatoes fit for use
" 30	70	80	76	SE—light	clear—evening, wind high—sweet potatoes come up

Note.—Red River rose in March 2 ft. 10 in.; and in April it had risen 4 inches, which is within 3½ inches of extreme high water of 1828. *** The thermometer is exposed in a large gallery, opening to the east.

Babbage on the Economy of Manufactures.

[Continued from page 361.]

113. *Iron rolling.*—When cylinders of iron of greater thickness than wire are required, they are formed by passing wrought iron between rollers, each of which has sunk in it a semi-cylindrical groove; and as such rollers rarely touch accurately, a longitudinal line will usually be observed in iron so manufactured. Bar iron is thus shaped into all the various forms of round, square, half-round, oval, &c., in which it occurs in commerce. A particular species of moulding is thus made, which resembles in its section that part of the frame of a window which separates two adjacent panes of glass. Being much stronger than wood, it can be considerably reduced in thickness, and consequently offers less obstruction to the light: it is much used for sky-lights.

114. It is sometimes required that the iron thus produced shall not be of uniform thickness throughout. This is the case in rolling iron for railroads, for which purpose greater depth is required towards the middle of the rail, which is at the greatest distance from the supports. This is accomplished by cutting the groove in the rollers deeper at those parts where additional strength is required, so that the hollow which surrounds the roller would, if it could be unwound, be a mould of the shape the iron is intended to fit.

115. *Vermicelli.*—The various forms into which this paste is made are given by forcing it through holes in tin plate. It passes through them, and appears on the other side in long strings. The cook and the confectioner make use of the same method; the former in preparing butter and ornamental pastry for the table, the latter in forming the cylindrical lozenges of various composition.

OF COPYING WITH ALTERED DIMENSIONS.

116. *Of the Pentagraph.*—This mode of copying is chiefly used for drawings or maps: the instrument is simple; and, although usually employed in reducing, is capable of enlarging the size of the copy produced. An automaton figure, which drew profiles of its visiters, and which was exhibited in London a short time since, was regulated by a mechanism on this principle. A small aperture in the wall, opposite the seat in which the person is placed whose profile is taken, conceals a camera lucida. If an assistant moves a point, connected by a pentagraph with the hand of the automaton, over the outline of the head, a corresponding profile is traced by the figure.

117. *By turning.*—The art of turning might perhaps itself be classed amongst the arts of copying. A steel axis, called a *mandril*, having a pulley attached to the middle of it, is supported at one end either by a conical point, or by a cylindrical collar, and at the other end by another *collar*, through which it passes. The extremity which projects beyond this last *collar* is formed into a screw, by which various instruments, called *chucks*, are attached to it. These *chucks* are intended to hold the various materials to be submitted to the operation of turning, and have a great variety of forms. The *mandril* is made to revolve by a strap which passes over the pulley that is attached to it, and likewise over a larger wheel moved either by the foot, or by its connection with steam or water power. All work which is executed on a *mandril* partakes in some measure of the irregularites of that *mandril;* and the perfect circularity of section which ought to exist at every part can only be insured by an equal accuracy in the *mandril* and its *collar*.

118. *Rose Engine-turning.*—This elegant art depends in a great measure on copying. The *rosettes*, or circular plates of metal, having various indentations on the faces or edges which are placed on the mandril, oblige the cutting tool to trace out the same pattern on the work, and the distance of the cutting tool from the centre being usually less than the radius of the *rosette*, causes the copy to be much diminished.

119. *Copying Dies.*—A lathe has been long known in France, and recently been used at the English mint, for copying dies. A blunt point is carried by a very slow spiral movement successively over every part of the die to be copied, and is pressed by a weight into all the cavities; while a cutting point connected with it by the machine traverses the face of a piece of soft steel, in which it cuts on the same, or on a diminished scale, the device on the original die. The degree of excellence of the copy increases in proportion as it is smaller than the original. The die of a crown-piece will furnish by copy a very tolerable die for a sixpence. But the chief use to be expected from this lathe is to prepare all the coarser parts, and leave only the finer and more expressive lines for the skill and genius of the artist.

120. An instrument not very dissimilar in principle to this was proposed for the purpose of making shoe lasts. A pattern last of a shoe for the right foot was placed in one part of the apparatus, and when the machine was moved, two pieces of wood, placed in another part which had been previously adjusted by screws, were cut into lasts greater or less than the original, as was desired; and although the pattern was for the right foot, one of the lasts was for the left, an effect which was produced by merely interposing between the two pieces to be cut into lasts a wheel which reversed the motion.

121. *Engine for copying Busts.*—Many years since, the late Mr. Watt amused himself with constructing an engine to produce copies of busts or statues, either of the same size as the original, or in a diminished proportion. The substances on which he operated were various, and some of the results were shown to his friends, but the mechanism by which they were made has never been described. More recently, Mr. Hawkins, who had also contrived several years ago a similar machine, has placed it in the hands of an artist, who has made copies in ivory of a variety of busts. The art of multiplying in *different sizes* the figures of the sculptor, aided by that of rendering their acquisition cheap through the art of casting, promises to give additional value to his productions, and to diffuse more widely the pleasure arising from their possession.

122. *Screw-cutting.*—When this operation is performed in the lathe by means of a screw upon the *mandril*, it is essentially an art of copying, but it is only the number of threads in a given length which is copied; the *form* of the thread and length, as well as the diameter of the screw to be cut, are entirely independent of those from which the copy is made. There is another method of cutting screws in a lathe by means of one pattern screw, which, being connected by wheels with the *mandril*, guides the cutting point. In this process, unless the time of revolution of the *mandril* is the same as that of the screw which guides the cutting point, the number of threads in a given length will be different. If the *mandril* move quicker than the cutting-point, the screw which is produced will be finer than the original; if it move slower, the copy will be more coarse than the original. The screw thus generated may be finer or coarser—it may be larger or smaller in diameter—it may have the same or a greater number of threads than that from which it is copied; yet all the defects which exist in the original will be accurately transmitted under the modified circumstances to every individual generated from it.

123. *Printing from Copper-Plates with altered Dimensions.*—Some very singular specimens of an art of copying, not yet made public, were brought from Paris a few years since. A watch-maker in that city, of the name of Gonord, had contrived a method by which he could take from the same copper-plate impressions of different sizes, either larger or smaller than the original design. Having procured four impressions of a parrot, surrounded by a circle, executed in this manner, I showed them to the late Mr. Lowry, an artist equally distinguished by his skill, and for the many mechanical contrivances with which he enriched his art. The relative dimensions of the several impressions were 5·5, 6·3, 8·4, 15·0, so that the largest was nearly three times the linear size of the smallest; and Mr. Lowry assured me, that he was unable to detect any lines in one which had not corresponding lines in the others. There appeared to be a difference in the quantity of ink, but none in the traces of the engraving; and, from the general appearance, it was conjectured that the largest but one was the original impression from the copper-plate. The processes by which this singular operation was executed have not been published; but two conjectures were formed at the time which merit notice. It was supposed that the artist was in possession of some method of transferring the ink from the lines of the copper-plate to the surface of some fluid, and of re-transferring the impression from the fluid to paper. If this could be accomplished, the print would be exactly the same size as the copper from which it was derived; but if the fluid were contained in a vessel having the form of an inverted cone, with a small aperture at the bottom, the liquid might be lowered or raised in the vessel by gradual abstraction or addition through the apex of the cone; in this case, the surface to which the printing-ink adhered would diminish or enlarge, and in this altered state the impression might be re-transferred to paper. It must be admitted, that this conjectural explanation is liable to very considerable difficulties; for although the converse operation of taking an impression from a liquid surface has a parallel in the art of marbling paper, the possibility of transferring the ink from the copper to the fluid requires to be proved. Another and more plausible explanation is founded on the elastic nature of the compound of glue and treacle, a substance already in use in transferring engravings to earthenware. It is conjectured, that an impression from the copper-plate is taken upon a large sheet of this composition; that this sheet is then stretched in both directions, and that the ink thus expanded is transferred to paper. If the copy is required to be smaller than the original, the elastic substance must first be stretched, and then receive the impression from the copper-plate: on removing the tension it will contract, and thus reduce the size of the design. It is possible that one transfer may not in all cases suffice; as the extensibility of the composition of glue and treacle, although considerable, is still limited. Perhaps sheets of India rubber of uniform texture and thickness may be found to answer better than this composition; or possibly the ink might be transferred from the copper-plate to the surface of a bottle of this gum, which bottle might, after being expanded by forcing air into it, give up the enlarged impression to paper. As it would require considerable time to produce impressions in this manner, and there might arise some difficulty in making them all of precisely the same size, the process might be rendered more certain and expeditious by performing that part of the operation which depends on the enlargement or diminution of the design only once; and, instead of printing from the soft substance, transferring the design from it to stone: thus a considerable portion of the work would be reduced to an art already well known, that of lithography. This idea receives some confirmation from the fact, that in another set of specimens, consisting of a map of St. Petersburg, of several sizes, a very short line, evidently an accidental defect, occurs in all the impressions of one particular size, but not in any of a different size.

124. *Machine to produce Engravings from Medals.*—An instrument was contrived a long time ago, and is described in the *Manuel de Tourneur*, by which copper-plate engravings are produced from medals and other objects in relief. The medal and the copper are fixed on two sliding plates at right angles to each other, so connected that when the plate on which the medal is fixed is raised vertically by a screw, the slide holding the copper-plate is advanced by an equal quantity in the horizontal direction. The medal is fixed on the vertical slide with its face opposite the copper-plate, and a little above it.

A bar, terminating at one end in a tracing-point, and at the other by a short arm, at right angles to the bar, and holding a diamond-point, is placed horizontally above the copper, so that the tracing-point shall touch the medal to which the bar is perpendicular, and the diamond-point shall touch the copper-plate to which the arm is perpendicular.

Under this arrangement, if the bar is moved always parallel to itself, and consequently to the copper, while the tracing-point is kept in contact with the medal, then if the tracing-point pass over a flat part of the medal, the diamond-point will draw a straight line of equal length upon the copper; but, if the tracing-point pass over any projecting part of the medal, the deviation from the straight line by the diamond-point will be exactly equal to the elevation of the corresponding point of the medal above the rest of the surface. Thus, by the transit of this tracing-point over any segment of the medal, the diamond will draw upon the copper a section of the medal through that plane.

A screw is attached to the apparatus, so that if the medal be raised a very small quantity by the screw, the copper-plate will be advanced by the same quantity, and thus a new line of section may be drawn: and, by continuing this process, the series of sectional lines on the copper produce the representation of the medal on a plane; the outside and the form of the figure arising from the sinuosities of the lines, and from their greater or less proximity. The effect of this kind of engraving is very striking; and in some specimens gives a high degree of apparent relief. It has been practised on plate glass, and is then additionally curious from the circumstance of the fine lines traced by the diamond being invisible, except in certain lights.

From this description it will be seen that the engraving on the copper must be distorted; that is to say, that the apparent projection on the copper will not be the same as that which arises from a perpendicular projection of each point of the medal upon a plane parallel to itself. Consequently, the position of the prominent parts will be more altered than that of the less elevated; and the greater the relief of the medal the more distorted will be its engraved representation. Mr. John Bate, son of Mr. Bate, of the Poultry, has contrived an improved machine, for which he has taken a patent, in which this source of distortion is remedied.

The inconvenience which arises from too high a relief in the medal, or in the bust, might be remedied by some mechanical contrivance, by which the deviation of the diamond-point from the right line, (which it would describe when the tracing-point traverses a plane,) is made proportional—not to the elevation of the corresponding point above the plane of the medal, but above some other parallel plane removed to a fit distance behind it. Thus busts and statues might be reduced to any required degree of relief.

125. The machine just described naturally suggests other views which seem to deserve consideration, and, perhaps, some experiment. If a medal were placed under the tracing-point of a pentagraph, an engraving tool substituted for the pencil, and a copper-plate in the place of the paper; and if, by some mechanism, the tracing-point, which slides in a vertical plane as it is carried over the different elevations of the medal, could increase or diminish the depth of the engraved line proportionally to the actual height of the corresponding point on the medal, then an engraving would be produced, free at least from any distortion, although it might be liable to objections of a different kind. If, by any similar contrivance, instead of lines, we could make on each point of the copper a dot, varying in size or depth with the altitude of the corresponding point of the medal above its plane, then a new species of engraving would be produced; and the variety of these might again be increased, by causing the graving point to describe a very small circle of a diameter, varying with the height of the point on the medal above a given plane, or by making the graving-tool consist of three equi-distant points, whose distance increased or diminished according to some determinate law, dependant on the elevation of the point represented above the plane of the medal. It would, perhaps, be difficult to imagine the effects of some of these kinds of engravings; but they would all possess, in common, the property of being projections, by parallel lines, on the objects represented, and the intensity of the shade of the ink would either vary according to some function of the distance of the point represented from some given plane, or it would be a little modified by the distances from the same plane of a few of the immediate contiguous points.

126. *Lace made by Caterpillars.*—A most extraordinary species of manufacture, which is in a slight degree connected with copying, has been contrived by an officer of engineers, residing at Munich. It consists of lace, and veils, with open patterns in them, made entirely by caterpillars. The following is the mode of proceeding adopted:—Having made a paste of the leaves of the plant, on which the species of caterpillar he employs feeds, he spreads it thinly over a stone, or other flat substance, of the required size. He then, with a camel-hair pencil dipped in olive oil, draws the pattern he wishes the insects to leave open. This stone is then placed in an inclined position, and a considerable number of the caterpillars are placed at the bottom. A peculiar species is chosen, which spins a strong web; and the animals commence at the bottom, eating and spinning their way up to the top, carefully avoiding every part touched by the oil, but devouring every other part of the paste. The extreme lightness of these veils, combined with some strength, is truly surprising. One of them, measuring twenty-six and a half inches by seventeen inches, weighed only 1·51 grains, a degree of lightness which will appear more strongly by contrast with other fabrics. One square yard of the substance of which these veils are made, weighs four grains and one third, whilst one square yard of silk gauze weighs one hundred and thirty-seven grains, and one square yard of the finest patent net weighs two hundred and sixty-two grains and a half. The ladies' colored muslin dresses, mentioned in the table subjoined, cost ten shillings per dress, and each weighs six ounces; the cotton from which they are made weighing nearly six and two-ninths ounces avoirdupois weight.

Weight of one square yard of each of the following articles* :

Description of Goods.	Value per yard meas.		Weight finished of one sq. yd.	Weight of cott'n used in making one sq. yd.
	s.	d.	Troy grs.	Troy grs.
Caterpillar Veils,	-	-	4⅓	-
Silk Gauze ¾ wide,	1	0	137	-
Finest Patent Net,	-	-	262½	-
Fine Cambric Muslin,	-	-	551	-
6-4ths Jaconet Muslin,	2	0	613	670
Ladies' colored Muslin Dresses,	3	0	788	875
6-4ths Cambric,	1	2	972	1069
9-8ths Calico,	0	9	988	1085
1-2 yard Nankeen,	0	8	2240	2432

127. This enumeration, which is far from complete, of the arts in which copying is the foundation, may be terminated with an example which has long been under the eye of the reader; although few, perhaps, are aware of the number of repeated copyings of which these pages are the subject.

1. They are copies, by printing, from stereotype plates.

2. These stereotype plates are copied by casting the plaster in a liquid state upon the moveable types set up by the compositor.

[It is here that the union of the intellectual and the mechanical department takes place. The mysteries, however, of an author's copying form no part of our inquiry, although it may be fairly remarked that, in numerous instances, the mental far eclipses the mechanical copyist.]

4. These moveable types, the obedient messengers of the most opposite thoughts, the most conflicting theories, are themselves copies by casting from moulds of copper called *matrices*.

5. The lower part of these *matrices*, bearing the impressions of the letter or character intended, are copies, by punching, from steel punches on which the same character exists in relief.

6. These steel punches are not themselves entirely exempted from the great principle of art. Many of the cavities which exist in them, such as those in the middle of the punches for the letters *a, b, d, e, g*, &c., are produced from other steel punches, in which these parts are in relief.

We have thus traced through six successive stages of copying the mechanical art of printing from stereotype plates; the principle of copying contributing in this, as in every other department of manufacture, to the uniformity and the cheapness of the work produced.

* Some of these weights and measures are calculated from a statement in the Report of the Committee of the House of Commons on Printed Cotton Goods, and the widths of the pieces there given are presumed to be the real widths, not those by which they are called in the retail shops.

AGRICULTURE, &c.

[*From the New-York Farmer.*]

Management of a Dunghill. By Robert Somerville, Esq. of Haddington, Scotland.

A friend has put into our hands the following essay on the important subject of collecting and manufacturing manure. It will be perceived that the plan of having the manure in hollows, recommended by distinguished agriculturists, among whom is J. Buel, Esq. is not approved. We are fully of the opinion, that manure remaining for any considerable time trodden down in excess of wet, is very de structive to its nutricious properties.—[Ed.]

The dung of quadrupeds is the most common, the most useful, though not perhaps the best managed, of any manure that is at present grown. Previously to entering upon the way of using it, we trust a few observations upon the present defective mode of treating it, together with some account of its properties, the means of collecting, preserving, and subjecting it to the process of fermentation, and of increasing its quantity, will be thought of service.

Mode of Management at Present.—When any considerable quantity, either of stable dung or mixture of animal and vegetable substances, is collected together under certain circumstances of heat, air, and moisture, they begin to ferment, and exhibit all the different phenomena of fermentation in a great or less degree, till the process is finished. If we then examine the mass, we find that the vegetables, of which it was originally composed, are decomposed and reduced to their first principles, and are again in a situation to afford food for new plants; by this means a perpetual succession is kept up, and the decay or death of any of these, which, at first view, we might be led to consider as a misfortune, serves for their reproduction.

This point settled, it will readily be admitted, that the more completely such substances are subjected to the process of fermentation, the greater and more beneficial their effects will be upon the soil. It is, therefore, an object of the first importance with every person concerned in the cultivation of the earth, to manage their manures in such a way that they might be completely fermented; and to have their dunghills so situated and constructed as to promote fermentation, and preserve the useful particles contained in the dung, both while the process is going on, and after it is finished.

A careful attention to these points will not only improve the quality, but, as we shall afterwards see, increase the quantity of manure in an astonishing degree.

When fermentation has taken place for some time, in a heap of manure consisting either of

animal or vegetable substances, or a mixture of both, the first alteration that is observed is a change of color, and a sensible diminution of its bulk; as the process advances, the bulk continues to diminish, till the fermentation entirely ceases. The diminution is owing to the solid parts of the mass being brought more closely together. The fixed air and volatile alkali escape in the form of vapor, and the moisture falls to the bottom, where it either remains, if the dunghill is situated in a hollow, and has a bottom capable of retaining moisture, or runs off, if it is situated upon a declivity. When this moisture is collected and carefully analyzed, it is found impregnated with the salts contained in the dung, and if spread upon the soil in that state, it will contribute to fertilize the land.

In collecting and preparing dung in this manner, little attention has hitherto been paid either to the site of the dunghill, the encouragement of fermentation, or the preservation of the salts after the fermentation is finished; accordingly we observe the greatest part of dunghills either situated in hollows, and surrounded with water, which, by chilling the mass, very effectually prevents fermentation—or upon declivities, where they are totally exhausted of every drop of moisture. In these cases, the dung is thrown out carelessly: horses, cattle, hogs, and poultry, are allowed to trample upon and spread it, and even carts and waggons are driven over it.

By this treatment it is pressed into a mass too heavy and compact for the air to penetrate through a great part of it; the sides of the dunghill are scattered about, loses its moisture, and is either blown away by the winds, or returns to a state little better than dry straw; and, when the season arrives for laying it upon the land, the whole is taken out, without considering whether it is fermented or not.

Defects of this Management.—To a person who has paid any attention to the subject, the defects of this management must appear in a very striking point of view. The middle of such a dunghill from being hard pressed will be long in fermenting, and even in the end be very imperfectly fermented; and the sides, from being so scattered about and dried, will not be fermented at all. We need hardly observe that the consequences of this management will be a scanty crop, and disappointment to the farmer: this is the ordinary effect, where dung is laid even upon a plain surface.

Bad Effects of Dunghills being placed in a Hollow.—When the dunghill is situated in a hollow, and has a bottom capable of retaining moisture, the consequences are equally bad, if not worse. The whole of the rain that falls immediately from the clouds, together with the water from the roofs of the surrounding houses, and the natural moisture of the dunghill itself, lodge there and chill it, so as to prevent fermentation. It is certain that stable dungs in such situations will have the appearance of being fermented, but upon examination it will be found only decayed, and, from its being steeped so long in water, the greatest part of the salts will be extracted, and what remains, if carefully analyzed, will be found to contain scarce any other principle but vegetable earth.

Loss attending Dunghills being situated upon a Declivity, or Gravelly Bottom.—Where a dunghill is situated upon a declivity, or has a gravelly bottom, the loss is equally great as in the two former cases, as the whole of the natural moisture that is pressed out during fermentation, and which is strongly impregnated with the salts of the dung, either runs off or sinks into the earth; nor is this the only loss that is sustained—every shower that falls, by passing through the mass, carries off an additional quantity of the salts, till, by repeated washings, the dunghill is left in nearly the same situation as tea leaves, after a strong infusion has been drawn from them. Finally, by throwing it out in the careless manner already described, taking no pains to lay it up regularly, and allowing cattle, &c. to tread upon, and carts to pass over it, fermentation is long in taking place; even then it is partial and incomplete, and in place of producing good manure, abounding with rich, well prepared substances, it will for the most part be found to consist of articles only half fermented, which, from their parts not being properly separated, are very ill calculated to promote vegetation. Dung is the most likely to be best where the dunghill is upon level ground, and at some distance from the offices.

Having mentioned the present mode of collecting and preparing stable dung, and stated the slothful and defective manner in which it is generally done, we shall now proceed to offer some directions as to the methods of promoting fermentation, and preserving the salts after the process is finished; and lastly, of increasing the quantity of that valuable article.

To promote Fermentation in Stable Dung.—To promote fermentation in stable dung, two things are essentially necessary, namely, Air, and Moisture: without these, no fermentation will take place; and unless they are in due proportion, the process will be incomplete.

It is a circumstance well known to persons who are accustomed to prepare dung for hotbeds, that by laying it lightly together in heaps, and watering it gently, fermentation is immediately brought on. It is also known, that in the after stages of this business, hot-bed dung is as completely fermented in the space of fourteen or sixteen days, as that in a farm-yard generally is in six or eight months.

Every farmer ought, therefore, to institute this practice as nearly as the nature of his situation will admit; and in place of having his dunghill in the stable-yard, allowing carts, cattle, hogs, poultry, &c. to trample upon and disturb it, he should place it in some distinct situation, convenient for his offices, the urine from which should run into receptacles, from which it might be thrown, without the trouble of carriage, into the dung, where it would be of the utmost use in promoting fermentation.

When it is driven to the dunghill, the cart or waggon in which it is carried should not be driven over the dung as is commonly practiced; because as we formerly observed, the feet of the horses and the weight of the c rriage will press it so hard, that the air will be in a great measure excluded, and by that means fermentation prevented.

If we inquire either of the farmer or his servant what is gained by this exertion, he will only be able to say that the load is laid upon the top of the heap—a labor which a man could readily perform to much better purpose in a few minutes; the whole cart load ought to be laid down by the side of the dunghill, and afterwards thrown lightly upon it with a fork—the trouble of doing which would be trifling, and the advantage immense.

If dung laid up in this way contains a sufficient proportion of moisture, it will immediately begin to ferment, and the process will be soon and completely finished. Particular attention ought therefore to be paid to this circumstance; and if at any time the dung is laid up dry, it should be immediately watered. In summer this will frequently be found necessary, especially during dry weather; and as most farms possess a sufficient command of water, it can very easily be done.

Where this method is had recourse to, the dung will be completely fermented in the space of six or seven weeks at the utmost, and in general will be found of one half more value than that which is made in the careless and slovenly manner we have described.

Situation and Construction of Dunghills.—The importance of good manures to all agricultural operations is such, that we should naturally have expected to find every thing relating to it made a primary object with farmers. On the contrary, no part of the rural economy has been less the subject of inquiry: the situation and construction of dunghills in particular, though highly deserving of notice, have for the most part been considered as a matter of indifference.

As was formerly mentioned, a hollow is improper for the site of a dunghill, from the circumstance of its lodging water, and preventing fermentation: a declivity is equally bad, as it serves to drain and carry off the moisture saturated with the richest salts of the dung: a gravelly bottom is worse than either of those, as the moisture sinks down into the earth, and is irrecoverably lost.

Proper Situation for a Dunghill.—The situation best calculated for the site of a dunghill is that which is nearest to a level, with a bottom capable of retaining moisture, and, if possible, covered with a shade. The whole should be inclosed with a wall of at least four or five feet in height, with an open space at one end for carting away the dung. If the bottom is not clay, it should be laid with, and paved above, either with broad flags or the common paving stones used for streets. The American farmer may find it convenient to lay a floor of thick plank. At the end opposite where the opening is left, a reservoir should be dug, which might either be lined with clay, and built round with stone, or fitted with a wooden cistern made water tight, into which a pump should be put for drawing off the moisture daily.

This reservoir should be situated at the most depending part of the dunghill, with an opening in the wall immediately opposite to it. The pavement should have a number of channels of at least five or six inches deep, and the same width, all tending towards the opening; these channels should be well paved, and filled with brushwood before the dung is laid down; by which means they will be kept open, and the moisture find a ready passage to the reservoir. For better explaining the idea, we refer the reader to the annexed plan of a dunghill, with the proposed channel and reservoir. Every dunghill should be so situated as to have its longest sides run from east to west, surrounded by a wall, and covered with a roof. The wall on the south side of the dunghill should be of such a height, as to prevent entirely the sun's rays from touching the dung; on the other three sides, however, there is no necessity for its being so high: six feet from the ground will be quite sufficient, and the roof can be supported by pillars as in the figure.

The expense of a roof, which need only be thatched, will soon be compensated, not only by the superior quality of the dung, but by the conveniences which it will afford, as it may easily be converted either into a pigeon house, a poultry house, or a store for the smaller husbandry utensils.

Fig. 1.

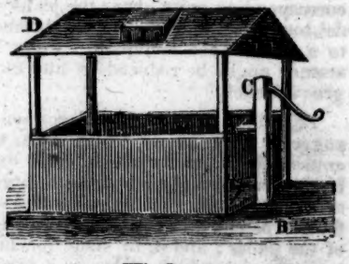


Fig 2

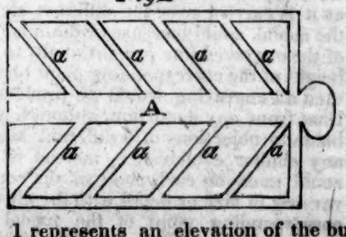


Fig. 1 represents an elevation of the building for the reception of dung; B, the reservoir; C, the pump; D, the roof.

Fig. 2 represents the ground plan: A the main chain channel leading to the reservoir; *a a a a*, the side channels terminating in the main one, A.

Advantages attending Dunghills constructed in this way.—The advantages attending this

sort of dunghill will appear at first sight. The wall, by confining the dung, will keep it from being scattered about and lost, and will also preserve the sides of the dunghill from being dried and rendered useless by the action of the air. The shade will keep it from being chilled or deprived of its salts, by the rain passing through it; the wall will also prevent the moisture from escaping at the sides, and conduct it to the bottom. The pavement will prevent it from sinking into the earth; and the channels will conduct it to the reservoir; from whence it can be drawn by a pump into a barrel placed into a cart, and either spread immediately upon the field or mixed with other substances into a compost, or thrown upon the dunghill itself, it being the best of all ferments.

To increase the Quantity of Manure.—The quantity of manure may be increased by laying a layer of earth, leaves of trees, or any other suitable substance, on the bottom: and similar layers may be laid throughout the dunghill—the moisture passing through them, the same being returned from the reservoir, will completely saturate them; the entire will undergo a fermentation, and produce a vast quantity of manure; a quantity which can be so increased that the farm may be kept in a state of constant and profitable productiveness. The building should be, if possible, so placed that the urine from the stable, cow-house, &c. would pass by a channel into the reservoir.

Suggestions relative to Farmers' Work for June.
By the Editor.

This is the month in which the farmer should look about, and see what nature is doing for him. If indications imply that the boughs of fruit trees are soon to be bent towards the ground with the weight of the growing fruit, he will look into his cellar and see that none of his barrels and hogsheads become destroyed for the want of a little attention. If the timely showers and genial warmth of the sun have made the meadows to wave with the green grass, then he will sharpen his scythes and engage in season the sturdy, the industrious, and the *temperate* arm to swing them. If the grain is of a healthy green, even, and free from the destroying insects, he will prepare his mows, his cradles, and make other preparations. It is not sufficient to manure and prepare the ground well, to sow carefully, and to cultivate diligently, but the reaping must be done in season, and the crop well secured. Every preparation, therefore, should be made in time.

Pasturing.—Pasture grounds should be divided, not only for the superior and additional food that is afforded grazing stock, but because it enables them to obtain the requisite quantity in a much less time, thus enabling them to avoid long exposures to storms, to burning heat, and to the tortures of flies. Cattle and horses, like the human race, require time for repose and sleep.

Shade.—Pasture will go further and stock will thrive faster when there is a good shade of easy access. They are not only refreshed, but the digestive organs would, we should suppose, perform their functions more naturally when the body was free from the pain inflicted by flies, as well as that arising from the intense rays of the sun.

Hay Making.—The object in curing hay is to keep it from fermenting when in the stack or mow, and to preserve as much as possible its sweetness and its juices. Some farmers disapprove of spreading the hay, but recommend it to remain to dry a little in the swarth, and then not to spread it, but simply to turn it over. Others advise to scatter it about immediately, and rake and get it into the barn before the leaves are so dry as to crumble. The latter, we think, is the correct way when the weather is very fine. Both of the above practices imply that the grass should not be left to become sun burnt, dry and hard. In case the hay is not perfectly as dry as it should be, mix with it, when mowed away, last year's hay or straw. Under all circumstances sprinkle from four to eight quarts of salt to a ton of hay. This is considered to increase its value at least one half, and even four times, say those who speak from experience. By the use of salt, hay may, as a general rule, not run half the risk of being injured.

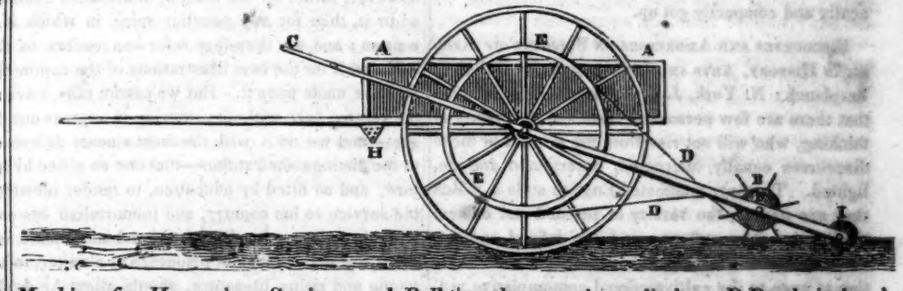
Washing and Shearing Sheep.—If sheep can be washed immediately after a storm, it can be done better, and there will be a greater probability of having uninterrupted drying without dust until the wool is fit for shearing. The coarse soiled wool about the thighs and docks should have been cut off a few weeks previous, to have kept the wool cleaner, and the udders of the ewes from becoming sore. Care should be taken in driving, and catching, and handling them, particularly if they are full and fat. If they are fed on good pasture they should remain in the pen or yard sometime, to alleviate the suffering arising from their confined situation. Mortification often takes place from bruises in fat sheep. Instances have occurred in which valuable sheep have died in the operation of shearing, from being fleshy and full, and from suffocation. When turned out into the fields, there should be shade to protect them from the burning heat of the sun, and from storms. Many of our best breeders of sheep advise water to be accessible at all times.

Corn.—Some farmers disapprove of the use of the plough in tilling corn on the ordinary soil for this crop, because it breaks and exposes its roots to the sun. They recommend as a substitute the cultivator, or, as some farmers call it, the plough-harrow, which does not ridge the ground. Cutting out the very feeble plants, and thinning those hills that have in too many shoots, are recommended by good farmers.

Caterpillars.—These should be carefully watched and destroyed on their first appearance, as well as later in the season. Some shoot them, others, with a long pole, having tow or rags around the end wet with spirits of turpentine, swab them off.

Land Ditching.—One of the cheapest and most effectual modes of draining is to dig a ditch of convenient breadth, and to a depth of one and a half to two or three feet. First fill in with brush of hemlock, cedar, or other that is more convenient, with the ends all one way, and to the depth of more than half a foot, after being pressed or pounded down, and then fill up with the earth.

To protect Cucumbers.—A writer in the Genesee Farmer gives an instance of applying with complete success cotton over the hills of cucumbers, to prevent insects from eating off the cotyledonous leaves.



Machine for Harrowing, Sowing, and Rolling. By James D. Woodside. To the Editor of the New-York Farmer, and American Gardener's Magazine.

Sir,—I have recently invented and tested what judges esteem a valuable improvement in the harrow. It consists of a revolving cylinder, containing 45 feet, which is revolved by a power obtained from the wheels of a cart, to which it is with ease attached and detached. In addition to the harrow, there is a convenience for sowing the grain in front of the cart, by supplying a hopper, from which it is conveyed into a sieve, so constructed as to distribute it from wheel to wheel. The cylinder harrow in the rear of the cart effectually covers the grain. Attached to this is another cylinder used as a roller. From the above it will be perceived that I can of a truth affirm, that I can sit in the front of my cart, under a canvas covering, sow the grain, harrow and roll it in, without exposure to the sun, leaving the ground without any impression of the horses' feet, my own feet, or the cart wheels.

You will perceive by the crossing of the band, that the cylinder has a counter motion to that of the cart wheels, making 12 revolutions while the wheels of the cart make one.

References.—AA, the cart; B, cylinder; C, shaft on one side, with a power to elevate or depress the cylinder; D D, chain-band; E E, the V groove-wheel; F, do. do. on the end of the cylinder; H, the end of the sieve; I, the roller. The hopper is inside the front of the cart, and not seen.

Highly competent judges have approved of the machine, and I think the advantages great. I am advised by Mr. Van Kleek, of your State, who has witnessed its operations, to exhibit it at Albany, before Mr. Van Rensselaer, and other patrons of agriculture in that vicinity. This I shall do as soon as I conveniently can.

It is my determination to dispose of only a half or fourth of a right to a state, until it shall recommend itself to the public. Although the invention has been patented by me nearly a year, yet I have not heretofore brought it into any notice, having been determined to perfect it as far as possible before exhibiting it.

Your very obedient servant,
James D. Woodside.

Washington City, D. C., May 9, 1833.

Remarks.—We think very favorably of the above, and hope farmers will show a prompt disposition to favor the inventor, who we understand, devised the plan and super intended the work of placing the colossa statue of Washington on the summit of the Monument in Baltimore.—[Ed.]

NEW-YORK AMERICAN.

JUNE 8, 10, 11, 12, 13, 14—1833.

LITERARY NOTICES.

ROB ROY—THE BLACK DWARF—OLD MORTALITY—AND THE HEART OF MID LOTHIAN: being Nos. IV. V. and VI. of *Connor & Cooke's* cheap edition of the complete works of SCOTT, have appeared. These, with the previous numbers issued, constitute a volume. The whole will be comprised in six volumes. We repeat what we have said before, in reference to this edition of the immortal works of Scott, that it is a public benefaction, which—unlike most benefits conferred on the public—may, we hope, amply requite its projectors.

PETER PARLEY'S TALES ABOUT ANCIENT ROME—WITH SOME ACCOUNT OF MODERN ITALY.—N. Y. *Peter Hill.*—Peter Parley is, we fear, a sad poacher; taking other men's property—that consisting in words and ideas, frequently in the exact order and connexion of the original proprietor—without permission or acknowledgment. Yet he makes amusing little compends, and dresses them out in a way certainly calculated to arrest the attention of those for whom he publishes—boys and girls, of from ten to twelve or thirteen years of age. The little volume now before us, treats with comprehensive brevity the chief incidents of Roman history—and has the usual number of wood cuts, to rouse flagging curiosity.

LEMPRIERE'S CLASSICAL DICTIONARY, edited by LORENZO DA PONTE and JOHN D. OGILBY. W. E. Dean, and Collins & Hannay.—Still another edition of this useful work, from the enterprizing Mr. Dean. This makes the eighth American edition, and, if we mistake not, is the second that has been issued by Mr. Dean within a year or two. Like most of the works from the same establishment, it is well printed, and neatly and compactly got up.

DISCOURSES AND ADDRESSES ON SUBJECTS OF AMERICAN HISTORY, ARTS AND LITERATURE; by Gulian C. Verplanck: N. York, J. & J. Harper.—We imagine that there are few persons of taste and just habits of thinking, who will not rise from the perusal of these discourses equally instructed, entertained and delighted. The pure unaffected English style in which they are written, the variety of learned and critical observation they embrace, and the refined and elevated sentiments they breathe, commend the collection at once to the cultivated and contemplative reader. There is nothing in making up these weekly notices, consisting as they generally do of a mere account of the republication in this country of foreign works, which gratifies us more than having an opportunity of dwelling occasionally upon some production of one of our own countrymen, which is a real addition to the slender stock of American literature. We find ourselves insensibly approaching it with an interest which no foreign production can inspire, and we become aware of a feeling of responsibility attaching to our office here far livelier than the republication of an often criticised European work can call forth: of responsibility to the author, because he who, in a country where original literature, in its higher branches, is so indifferently 'paid,' thus exercises his talents for the improvement of his countrymen, makes them his debtors in all that deference and attention which should wait upon his generous efforts; and of responsibility to our readers, because, as those works which originate among ourselves do, and ought to, exercise a greater influence upon the taste and opinions of those for whom they were more particularly written, than foreign books, the recommendation of them from a source of whatever weight, is at once enhanced in importance. It is therefore,—while we never knowingly let slip an opportunity of showing the due value to be attached to many works which, coming from the American press, are marked by all that miserable imitation of the worst English models, which alike in writing, in manners, and in thinking, prevails too much among us, and whose pages, in fact, bear no more the impress of American feeling and genius, than if written in Piccadilly,—we turn with eagerness and delight, to authors, not to mention the names which our own city this moment supplies—who, like Flint, have arrested the bold but fading features of our frontier life and scenery, and transferred them to the canvas in colors which, while they are wholly of his own mixing, are true to nature, and can never fade; or who, like Channing, have spoken to the learned of Europe in a language which, though resembling theirs, is charged with thoughts, and rife with feeling, that could only have sprung and been cherished in an American bosom. Let those who think the avowal illiberal, remember that it was their *nationality* which first gave to the writings of Irving and Cooper, the popularity which they enjoy abroad.—Now, the main merit of Mr. Verplanck's book, in our eyes, is, that it could only have been written by an American, born and educated upon the soil with which the associations it commemorates are chiefly connected. The style, as we have before observed, is one of pure English—simple but elegant and nervous, while highly polished. The thoughts those only of a republican American—scholar-like and consequently liberal, but still strictly and originally national. And to enlightened Europeans, who, when they study our character in our books, wish not to see themselves reflected as if in a mirror on the page before them, with their own image dimmed and distorted, presented as the original of another,—the general views and train of thinking in these discourses, will afford equal pleasure and instruction. The long passage we have selected for extract is chosen, however, rather for the mass of information embraced in it, than for any peculiar spirit in which it is written; and we therefore refer our readers to the book itself for the best illustrations of the comments we have made upon it. But we cannot take leave of the volume here without venturing to express our regret—and we do it with the most sincere deference to the distinguished author—that one so gifted by nature, and so fitted by education, to render inestimable service to his country, and immortalize his own name by bringing his disciplined and manly taste as a critic, and his rich mental resources as a writer, to her young and rising literature, should allow the doubtful distinctions and unsatisfactory rewards of political life to lead him away from those pursuits in which his usefulness would be instantly felt and its glory endure forever. You can drum up a politician that will speak on his legs for ten hours at every corner; but you may range the country over in vain for the assemblage of qualities requisite to produce a book like that before us. The routine of ordinary politics is, to a mind like that of its author's, what the mill is to a blood horse: nor is there any cause why talents of a high and peculiar order should be drawn from their natural sphere of usefulness into the stormy arena of public life. In a commonwealth, whose political machinery is so simple as is that of ours, (it would go by itself would people only let it alone,) a good citizen has but little more to do in times of peace and prosperity than to keep an eye upon its motions, and see that they do not become impeded or embarrassed; and this duty may be performed by persons of ordinary intelligence. It requires the creative mind of a Fulton or a Stevens to put together and set in motion the wonderful machines with which their names are identified; but the fabric once created, it may be kept in repair by the humblest hand, provided it be trust-worthy. He who, in disseminating knowledge of the great engine of Government among the people, increases the number of those who have a wary and single eye to its operations, is far more usefully employed in a private station, than he whose legislative ingenuity adds to the number of its wheels in a public one. Nor when a real call for public services is made, is the latter less at hand to answer than the former. Should ever (which Heaven in mercy to mankind forfend)—should ever clouds like those which lately darkened our horizon, really burst in storm upon the country, the talents equal to extraordinary occasions, whoever may be their possessors, will be found out any where and at once assert their place. Station, in political convulsions, confers more danger than power; and common natures, whom fortune, accident, or their own aptitude for climbing, when unmolested, elevates to office, sink at once into their native insignificence. The MEN of our Revolution sprung Minerva-like, ready armed, from the bruised head of The People; while they who were wont to strut before their noses in all the pomp of office and power, were withered by the blast which nursed those iron souls. And so, did ever our country call again, would thousands, with heads to direct, hands to do, and hearts to dare, like the bristling clansmen of Scott's Highland hero, starting from the humble heath and "shingle gray," leap from obscurity at that trumpet-note; while many a feeble nature now arrayed in adventitious strength, propped up by circumstance, or shielded by fortune from collision with those of sterner mould, would quail beneath the terrible sound, and, like churchyard spirits at the crowing of the cock, shrink like "guilty things" away.

We receive this brief collection of Discourses, not as part payment of the great literary debt which Mr. Verplanck owes his country, but as an earnest, that whatever he may consider due to his political friends, he begins to be aware of his accountability to the reading public, and will at some time liquidate the long outstanding demands against him.

We have no cause to blush for any part of our original descent, and least of all for our Dutch Ancestry. The colony of New Amsterdam was founded by Holland, at a time when that nation had just sprung into political existence, after a long, bloody, and most glorious struggle against civil and religious tyranny, during which all the energies of patriotism, courage, and talents, had been suddenly and splendidly developed.

> And shall we not proclaim,
> That blood of honest fame
> Which no tyranny could tame,
> By its chains?*

After having beaten down and broken for ever the colossal power of the Spanish monarchy, the Dutch republic continued, for nearly a century, to hold the balance of European politics with a strong and steady hand; and when the rest of the continent crouched under the menaces, and the English court was bought by the gold, of France, she stood alone and undaunted defending the liberties of the world with a perseverance and self-devotion never surpassed by any nation. During the same period she had served the cause of freedom and reason, in another and much more striking manner, by breaking down the old aristocratic contempt for the mercantile character; and her merchants, while they amazed the world by an exhibition of the wonderful effects of capital and credit, directed by sagacity and enterprize, and operating on a vaster scale than had ever before been seen, shamed the poor prejudices of the age out of countenance by a high minded and punctilious honesty, before which, the more lax commercial morality of our own times and country should stand rebuked.

It was about this same remarkable period of her history that Holland produced many of the most illustrious men of modern Europe. There are no greater names in politics and arms, than Barneveldt and Dewitt, than Tromp and De Ruyter, than Prince Maurice and the Williams of Orange—none more conspicuous in letters and philosophy than those of Erasmus, Grotius, and Boerhaave. In physical and mathematical science, with the single exception of the discoveries of Newton and Galileo, more had been done in Holland than in any other nation of Europe. It was there that were invented the most important and useful instruments of Natural Philosophy; the telescope, by Jansen; the microscope and the thermometer, by Drebell; the micrometer, and the pendulum, in its application to clocks, and as a standard of measure, by Huyghens; and the Leyden Phial, by Cuneus and Muschenbroek. It was there that an

arch of the meridian was for the first time accurately measured. The Medical School of Leyden, in the time of Boerhaave and his immediate successors, was what that of Edinburgh has since become. In ancient literature, the scholars of Holland effected all that learning and industry could accomplish, and prepared the way for that very ingenious and philosophical investigation of the principles of language which has since been so successfully cultivated in the Dutch Universities, by Schultens, Hemerstuis, Valckenear, and Hoogeven. Her Jurists were the expounders of public and of civil law to the continent, whilst the theologians of the whole Protestant world entered into the controversies of the Dutch divines, and had ranked themselves, on either side, under the banners of Gomar or Arminius.

Nor were the talents of the nation exclusively dedicated to the severer muses. Their vernacular literature is much richer than is commonly supposed; but the narrow limits of a language which was in its extent little more than a provincial dialect, forced most of the scholars of Holland to seek for fame through the medium of the other cultivated languages of Europe, and of the Latin. Some of the most valuable contributions to French literature are from the pens of Dutch authors: and the most perfect specimens of modern latinity, both in prose and verse are to be found in their works. Among these is to be numbered a history of their own revolution, deservedly esteemed one of the most perfect specimens of modern historical composition, and rivalling the elegance, acuteness, and condensation of Tacitus.

Besides attaining to distinguished excellence in other walks of art and taste, Holland could boast of having formed a numerous and original school of painters, who, for absolute verity of representation, and powerful delineation of ordinary nature and common life, are entitled to the same rank in the imitative arts, that Le Sage and Smollett occupy in literature. More than this—it had given birth to Rembrandt, who, by carrying to their full extent the power of light and shade, and the magic of coloring, produced, at will, the most beautiful and the most sublime effects, and is, on that account, deservedly enrolled among those great masters who have augmented the power of human skill, and multiplied the means of intellectual pleasure; who have raised painting from imitation into poetry, from a mechanic art to a learned and liberal profession.

In their internal administration the United Provinces anticipated, and in the same spirit surpassed, the wisdom and equality of our own institutions. The traveller saw with admiration the land that was but yesterday rescued from the ocean by human industry, now filled with busy and crowded cities, and beautiful in the placid richness of high cultivation; no sign of misery or of oppression anywhere met his eye, and in all that he beheld of private comfort or of public magnificence, he was forced to acknowledge the work of liberty.

This sketch of the early glories of the Dutch republic is but slight and imperfect, and yet even this must fill us with astonishment, when we reflect that such were the exploits and attainments of a people occupying a territory not equal in extent to Maryland, and much inferior to it in natural advantages; and whose whole population did not exceed the present census of the State of New York.

These remarks ought to have been wholly unnecessary in this place; but I know not whence it is, that we in this country have imbibed much of the English habit of arrogance and injustice towards the Dutch character.

English writers have long been accustomed to describe the peculiar manners and customs of Holland with a broad and clumsy exaggeration. This is a little injudicious in them, because most of their wit, if wit it may be called, recoils back upon their own country, and strikingly resembles the flippant ridicule which their own more lively neighbors have lavished upon the hard drinking, the oaths, the gross amusements, the dingy coffee houses, the boxing matches, the beer, and the coal smoke of the awkward and melancholy Islanders. Their old maritime contests and commercial rivalry may serve to excuse this misrepresentation in Englishmen, but for us there is no apology.

The subject is not a pleasing one, and I do not wish to dwell upon it; yet I cannot refrain from observing two most notable instances of this spirit among English writers. Dryden and the other dramatists and occasional poets of Charles II.'s reign are full of sarcasms upon Dutch cowardice; and yet, strange as it may seem, most of these sarcasms were given to the English public about the very time that London was trembling at the sound of De Ruyter's cannon on the Thames, and but a few years after the time when Tromp, after defeating Admiral Blake, the Nelson of that day, triumphantly swept the commerce of England from the narrow seas. The other instance is of later date. Almost within our own memory, a learned English judge, (Sir James Marriott,) in a formal and labored opinion, took occasion to sneer at the treatise of Huberus, *De conflictu Legum*, which has settled the law of the greater part of the civilized world on the often litigated points of the *Lex loci contractûs*, as "the dull work of a Dutch school master, written in the worst Latin, and printed on the worst paper he had ever seen."

It is more "in sorrow than in anger" that I feel myself compelled to add to these gross instances of national injustice, an early work of a writer of our own, who is justly considered one of the brightest ornaments of American literature. I allude to the burlesque history of New York, in which it is painful to see a mind, as admirable for exquisite perception of the beautiful, as it is for its quick sense of the ridiculous, wasting the riches of its fancy on an ungrateful theme, and its exuberant humor in a coarse caricature.

This writer has not yet fulfilled all the promise he has given to his country. It is his duty, because it is in his power, to brush away the pretenders who may at any time infest her society, her science, or her politics: or if he aspires, as I trust that he does, to strains of a higher mood, the deeds of his countrymen, and the undescribed beauties of his native land afford him many a rich subject, and he may deck the altar of his country's glory with the garlands of his taste and fancy.*

How dangerous a gift is the power of ridicule! It is potent to unmask the pretender and to brand the hypocrite; yet how often has it dissipated those gay illusions which beguile the rough path of life—how often has it chilled the glow of genius and invention—how often, as its dread presence, have the honest boasts of patriotism, the warm expression of piety, the generous purpose of beneficence, faltered on the lips and died away in the heart!

This colony was very early separated from its mother country, and grew up into wealth and importance under the influence of English laws and education During the forty years for which it remained under the Dutch government it was to insignificant too attract much of the attention or of the talents of Holland, then engaged in struggling for existence, against the ambition of France and the jealousy of England. But the last Dutch governor, Petrus Stuyvesant, who was the governor-general of the Dutch American possessions, was no common man. He had served with reputation in the wars of the United Provinces; and in the history of his administration in this country, he appears as a resolute and intrepid veteran, and a vigilant, sagacious politician.

From 1674, when this province was finally ceded by treaty to Great Britain, until 1780, when the United Provinces arrayed themselves in our aid in the war of Independence, New York had little direct communication with Holland, The only intercourse then kept up, was by occasional emigrations, and by a regular succession of clergy educated in the Dutch universities, to whom New York was doubtless indebted for most of the little learning which was thinly scattered over it during its colonial government. But as soon as America assumed her rank among the nations of the earth, our former ties of friendship and affinity were renewed. From the first dawn of the revolution, popular feeling in the United Netherlands began to run strongly in our favor; and although various circumstances for some time delayed their formrl recognition of our independence, we looked thither from the first for the sinews of war.

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* To those who judge of W. Irving's powers solely from his satirical and ludicrous compositions, this may seem an exaggerated compliment. But he has given some samples, too few and too short I confess, of what he is able to effect on these topics in his graver and purer style.

[The above note was written and first published about fourteen years ago. It is retained in the present edition because I feel proud that my judgement of the graver talent of the author of Knickerbocker has been confirmed again and again, and above all by the Life of Columbus.]

Crayon Sketches, by an Amateur. 2 vols. 12mo. *Conner & Cooke.*—This is a collection of Essays, grave and gay, displaying great versatility of talent, and mental powers of no common order. The serious passages are frequently fraught with just and beautiful sentiment—the unaffected offspring of an earnest and practical mind—while the lighter ones are often enlivened by sterling humor and racy satire. The writer, if we mistake not, is a self educated man, whose ingenuity and ability, while yet unknown as a person of most original literary attainments was once complimented by a distinguished individual for having ably reviewed a popular work, from the knowledge he had gleaned from it while "setting up" the MS. in a compositor's office. The following extracts from the work before us, will show that the opinion of his talents was not unadvisedly uttered:

The streets of London and the advantages possessed by the country poor over the same class in the city:

The afflictions which poverty brings with it in the country are as nothing to the infinity of evils in which it enmeshes those who are cooped up in cities. In the country, though the beds of the poor be hard, and their food coarse, and their raiment ragged, they have at least the fresh air of heaven to blow upon them, and they enjoy the changes and delights which the ever-varying seasons brings around, in common with the wealthiest. The odor of the flower is as grateful to their sense—the warble of the bird as pleasant to their ear—and the velvet turf as soft and elastic to their tread as to that of the man of many acres. With only the cost of a little care, liberal nature clusters the briery rose about their lowly windows, and twines the graceful woodbine around their humble doors; and not unfrequently in the prime of summer, the mean clay walls of their cottages are completely buried from the view beneath a mass of vegetative beauty and fragrance.

Travelling mentally and bodily:

I was a great traveler when a boy, though not in the body; in imagination I had circumnavigated the globe. A book of voyages and travels was to me better than a holiday, and I devoured the pages of Wallis, Cartwright, Byron, and other navigators, with an appetite that now seems to me to have been really preternatural. How I used to trudge away, not unwillingly to school, if I had only Robinson Crusoe (which was then a most veritable and authentic document) smuggled away in my satchel, amidst grammars, dictionaries, and other necessary and disagreeable productions. Then Cook's Voyages!—What an ocean of pleasure to me were his ocean wanderings! How did they divide, or rather completely abstract my faculties from subtraction, multiplication, or division (short or long)! I was sailing far away, in the good ship Endeavor, over the illimitable Pacific,—what were vulgar fractions to me? I coasted through the Friendly Islands and took no heed of decimals; and, as far at least as I was concerned, arithmetical progression became stationary. I might be ostensibly in practice; but my practice was to go on indulging in stolen sweets "from morn till noon, from noon till dewy eve," until the awful hour of retribution arrived, and I was called upon to exhibit the sum total of my day's industry. This generally consisted of one or more questions "cabbaged" or stolen from some of my precursors in those difficulties. Sometimes they passed muster; but oh! the opaque darkness—the cheerless, hopeless, mental blindness in which I found myself enveloped, whenever my worthy teacher requested me to "show how I came by the answer." How I came by it in one sense—how improperly and feloniously I came by it, I knew full well: but as for establishing any legitimate claim to the product, as for showing by any given process how the answer could be correctly deduced from the premises, it was only a waste of his time and mine to request such a thing. Then, poor left hand, came thy trial—"not for thine own demerits but for mine," fell blows from supple cane or leathern thong right heavily on thee! Many a blush and bruise La Perouse and Captain Cook cost thee—ill used member—unfortunate extremity.

But I was incorrigible. Blows and admonitions were equally unavoidable. I did not see or feel the moral justice of either one or the other; they were to me things of course—necessities, not judicious punishments; inevitable consequences, which must be endured and could not be avoided, and the next day I was again amongst my old friends and Islanders, tattooing warriors, roasting dogs and marveling how such "strange flesh" would eat when cooked, or performing any other equally curious or ingenious operations. When not reading I was dreaming. From the hubbub of the school I could transport myself in a twinkling to some fair Otaheitan isle—some speck of verdure that "lit the ocean with a smile," where summer, and gentle gales, and beauteous flowers, and odoriferous spices were perpetual; and

there, where "feathery cocoas fring'd the bay," would I lay myself down and watch the breaking of the waves upon the sparkling shore, until the tumbling of a slate or book, or the harsh growl of the master, startled me from my day-dream and brought me to a sense of things more immediate and material.—But I possessed in a high degree the happy faculty of abstraction—a faculty that can transplant you in an instant from the dullest scenes and company to the brightest and gayest—and in a few moments I was again "all abroad"—listening to the roar of Niagara—scrambling over the blue mountains of Jamaica—lolling in the orange groves of the Indies, until, after years of wandering I would fancy myself returning to anxious friends and old companions.

"When the flower was in the bud, and the leaf upon the tree,
With the lark to sing me hame to my ain countree."

What was the petty pain of a few blows (I never felt the disgrace) to such visions of delight? Nothing. And so I continued—a boy inured to stripes, and utterly destitute of all marks or orders of merit—the tail of my class—the superlative degree of comparison for idleness and inability. No "specimen," of my proficiency in the art of chirography was ever exhibited before company in the parlor of my parents; nor

"When friends were met, and goblets crown'd,"

was I ever called upon, like other boys, to exemplify the beauties of the British Poets by my juvenile powers of recitation.

It will be observed by those not already familiar with these essays through the New-York Mirror, where they originally appeared, that there is something singularly fresh and felicitous in the style of this author; and it must be allowed, that it is long since a new work indicating greater promise on the part of its writer in future efforts, has come from the New-York press. These volumes are edited by Theodore S. Fay, Esq. a friend of the writer, and dedicated to Washington Irving.

We are compelled to close our Review to-day leaving several books, which came to hand at too late an hour to do them justice, unnoticed. They shall all be, however, duly attended to in their turn.

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THE RECEPTION OF THE PRESIDENT in this city, by the civil authorities, with the attending throng to witness the spectacle, was exceedingly brilliant and animated. The whole town seemed emptied into the Battery and upon the adjacent wharves, the rigging of the vessels at the latter points being alive with human beings, while the Bay was crowded with small craft. About 4 o'clock, the steamboat North America, which was gaily decorated with flags for the occasion, landed the President and suite, with the public authorities, who had gone down to Amboy to receive him, at Castle Garden, amid the discharge of artillery, and the acclamations of the multitude—the two Dutch ships in the stream very handsomely uniting in the salute from the Battery. After receiving an address from the Mayor in the saloon of the Castle, the procession formed and proceeded to cross the bridge, when those immediately around the President's person had a most narrow escape from destruction. The particulars are thus given in the D. Advertiser:

Just after the President had crossed the bridge which connects the garden with the Battery, being filled at the moment with the Procession, it gave way, and carriing with it the two Ticket-offices standing on each side, fell into the water below. General Jackson, mounted, had that moment cleared the bridge, and was but 15 or 20 feet from it when the accident occurred. Among those who fell with the bridge, were Gov. Cass, Major Donelson, Colonel Earl, and Judge Hoffman, Alderman Monroe, Messrs. Bloodgood and Benjamin Swan, of this city; none of the above were materially injured, nor have we yet heard of any serious injury, except, that to one young man who appeared to have his arm broken. The end of the bridge resting on the battery wall gave way, and fell down into the shallow water, resting on the loose stones below. The procession was thus cut off, leaving only about twenty persons behind Gen. Jackson. A large number of people were upon the bridge at the moment, and were thrown in a mass into the shallow water. How it happened that no lives were lost, and no more injuries incurred, it is very difficult to imagine. We have heard of several remarkable escapes. When the bridge fell, two of our informants had a full view of the scene at the moment of the accident. The ticket boxes seemed to be torn or crushed in, and the people who crowded their tops, as well as those within, were precipitated into the river. One of the keepers had the singular presence of mind, on hearing the crashing of timber, to seize his money drawer, which he saved, although he fell with the mass, got wet, and was involved with the crowd in the common danger. One gentleman was saved from no less imminent danger. He had taken his stand at the gate way, to see the procession pass, and was leaning against one of the gate posts when the bridge fell. The gate, which is of iron, and must be of great weight, falling over, carried him with it into the water, bruising his shoulder slightly, but doing him no further injury.—He was sensible of nothing further until he found himself middle deep in water. The bridge, we are informed, had been thought insecure some time since, when posts were placed under it to support it; but these it appears were not sufficient to bear the weight of so great a crowd.

To this unpleasant occurrence we are grieved to add one of a more shocking character, which occurred on board a cutter in the harbor, while firing a salute. One of the hands neglecting to swab out his piece after its discharge, threw a cartridge into the foul gun, which immediately went off, tearing away both his hands, and depriving him of the sight of one of his eyes. The poor fellow, who paid so dearly for his carelessness, had been practised by his commander, to whom not the slightest blame accrues, for two hours at the gun that very morning. He was carried at once below, and subsequently removed to the hospital, while the salute from the cutter was regularly gone through with. A collection, amounting to several hundred dollars, was made on board the North America, immediately after the accident occurred, and the amount presented to the unfortunate seaman.

The windows were thronged as the President, who rode uncovered bowing to the spectators, passed up Broadway. He was plainly dressed, and though very aged in appearance, did not look out of health: while we could not help observing, that his easy seat on the saddle would be worthy of imitation by some of our city equestrians. On reaching the City Hall the troops, who, we ought to add—(with the exception of one or two companies who, on the march through the streets, appeared more occupied in looking up at the windows, than dressing with eyes ahead)—presented an unusually fine and military appearance, were reviewed by the President; who, about sunset, repaired to the American Hotel, and took possession of the very handsomely furnished apartments provided for the occasion. The day, which was remarkably fine and very cool for the season, passed off, we believe, without anything further to inspire regret, except the accidents we have mentioned; and the only disappointment in the assembled multitude seemed to be, that *Black Hawk* and his friends did not form part of the cortege.

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STEAM PACKET DAVID BROWN.—By the arrival of the David Brown, Captain Penoyer, we have Charleston papers of the evening of the 8th instant, and by the *swift* mail to the morning of the 4th; Savannah, New-Orleans, and other dates are also received by this Packet several days in anticipation of the mails.

The Buffalo Journal says that Mr. D. Whitney, an enterprising Western Pioneer, is erecting a Shot Tower on the Wisconsin River, near the Galena Lead Mines, which will be in operation in August.

The produce of the Great Falls Manufacturing Company at Somersworth, N. H., the six days ending the 31st ult. was 140,000 yds. Cotton Shirting, 30 to 38 inches wide, of yarns Nos. 26, 33 and 40; and 3,300 yds. Broadcloth entirely finished. The capacity of the Woollen establishment, exclusive of Carpetings, is 600 yds. Broadcloths per day.

The Poughkeepsie Whaling Company have purchased a *third* ship, which is to be immediately fitted up for a voyage to the south seas.

FOREIGN INTELLIGENCE.

Latest from Mexico.—The New Orleans Bee has received Tampico papers to the 6th May. They bring the intelligence that *Santa Anna had voluntarily resigned the Presidency*, to which he had been raised by the grateful voice of the people. He had also devoted the $2000, given him by the State of Yucatan, to the purposes of education. A project of a law to abolish all obstacles to the liberty of the press is now before the Mexican Congress. Another law has been submitted to the Legislature at Vera Cruz, to prevent the ecclesiastical corporation from increasing their wealth by testamentary donation. The abolition of tithes is also spoken of.—[Journal of Commerce.]

TWELVE DAYS LATER FROM EUROPE.—A Postscript in part of last night's edition gave the chief news brought by the packet ship York, Capt. Nye, from London, which is in several respects of an important character. The last previous accounts, it may be recollected, advised us of a defeat of the British Ministry in the House of Commons, on the proposition to reduce the malt duty, the House voting for the reduction in opposition to the Ministry by a majority of 10. The House has since rescinded its vote, and the apprehended change of Ministry will hardly, therefore, occur.

From *Portugal*, the intelligence is somewhat brighter for the friends of Pedro. The accounts from Oporto are to the 1st of May. It is stated that supplies in provisions, ammunitions, and reinforcements in troops were daily arriving. On the 19th April, a vessel arrived from Bologne with 320 Frenchmen, and other troops were hourly expected. Desertion is said to be rapidly thinning the ranks of Miguel and much stress is laid on insurrection at Figuerra in favor of his brother.

The *Dutch question* remains in the same perplexed condition as stated in our last accounts.—It seems generally believed that the King of Holland has the countenance and support of Russia, and it is even said that 25,000 Russian troops are advancing to give him such aid as he may require.

From France, there is no news of moment. The king had received addresses on the occasion of his birth-day from the Diplomatic Body, the two Chambers, and other public bodies. A letter from Paris says—"The supplies will be quickly voted by the Chambers. The prorogation will instantly ensue, and then—strong measures, to which the reflecting portion of the nation continue to look with much anxiety."

FOUR DAYS LATER FROM LONDON.—By the packet ship North America, Capt. Macy, we have received our regular files of English papers to the 15th ult. inclusive. The violent proceedings of a public meeting, which was likewise attended with bloodshed, caused much excitement in London, where the new abolition bill of the British ministry is still the prevailing theme of interest.

In Paris they have a new theme for discussion in the birth of a daughter to the Duchess de Berri.—Thus, says a Paris letter writer:

The object of the legitimatists, in repeatedly affirming that she was in a dying state owing to confinement, has failed. They sought by that means to obtain her enlargement and expulsion from France before the period of her *accouchement*, because a declaration of the truth would have been rendered inevitable on that occasion if it took place in France. It will be necessary for her to say who the father of the child is; if she decline mentioning any, the child must, by the laws of France, be recorded a bastard; if she shows it to be the fruit of a legitimate union, she forfeits her title as guardian to Henry V., and thenceforward her influence over and connexion with the party of the pretender entirely cease. Your correspondent has already apprised you of a scheme formed to preserve the fame of the captive Duchess. That scheme has been imagined by her nearest relatives, and if persisted in, will be acted upon forthwith. You will find the statement of it reproduced in most of the Paris papers, on the authority of your correspondents, and to have excited no small degree of curiosity here on the present occasion. Some of the papers do not give an accurate interpretation to

your correspondent's allusion to the 40,000*l.* claimed by Prince Ruffo. That there may not be any further misunderstanding, it may as well be stated at once that the bargain with the Neapolitan Prince was proposed to him after the *grossese* of the Duchess had become manifest, and that he has consented to figure as the legitimate father by means of a sum of money which has been at last fixed at 1,000,000 of francs. The King of Naples, brother of the Duchess de Berri, has taken an activh part in the negotiation. He has consented to pay a part of the money. The other near relatives are to make up the remainder. If the marriage of the Duchess with this Prince is stated in the *acte de naissance* and the *extraite baptistaire*, a date will, of course, be assigned to it, which will make it appear that there is nothing questionable in the legitimacy of the childs birth. Whichever way the matter is ultimately arranged, a blow has been given to the political career of the Duchess de Berri which will prove more fatal to it than the walls of Blaye.

The object for which the French Government prolonged the captivity, and the French Royalist demanded the liberation, of the Duchess of Berry has been at last accomplished. Her Royial Highness has given to the family of the Bourbons a female Vendean, to remind them of her romantic exploits and adventures in La Vandée, during the summer and autumn of last year, when attempting to regain the crown for her son Henry V. The Carlists at Paris seem extremely ungrateful for this happy present, and deny its authentic history with the greatest intrepidity imaginable.

The French papers of Sunday announce the discovery of an extensive conspiracy against the Sardinian Government in the districts of Savoy or Piedmont, and state that arrests had taken place, in consequence, both at Turin and at Genoa. The same accounts ascribe the movement to French political agents from Grenoble and other parts of the French frontiers.

The Commandant of Blaye to M. the President of the Council—Dated May 10.

Madame the Duchess of Berry was safely delivered of a daughter this morning, at half past 3 o'clock. The pains of travail lasted 20 minutes.

M. Dubois, as well as myself, was a witness of the accouchement. The other witnesses arrived afterwards. The verification will be made in the manner agreed upon between the Duchess and me. She will herself present the infant, and declare that it belongs to her.

The mother and infant are well; only the little girl is somewhat feeble. The Duchess is full of maternal affection. She declares that she will not have a nurse.

At the moment of signing the declaration, Deneux added, 'I have delivered Madame the Duchess of Berry, *the lawful wife* of Count *Hector* Luchesi Palli, Prince of Campo Franco, Gentleman of the Chamber of the King of the Two Sicilies.'

MISCELLANY.

JOHN RANDOLPH, OF ROANOKE, was too remarkable a man while living, not to be an object, now that he has so recently disappeared from the scene, of great and general curiosity and interest. We consider ourselves fortunate, therefore, in being enabled by the kindness of a friend, who was also an intimate friend of Mr. Randolph, to minister in some degree to the gratification of this interest by a series of numbers, in which some of the peculiarities, the piquant sayings, the characteristic letters, and even the poetry, of Mr. Randolph, are embodied.

Of the authenticity and accuracy of these reminiscences and extracts, our readers may be fully persuaded; for the gentleman who communicates them for publication is known to us as of the strictest honor and truth—though, as the friends he often delights could, if we were at liberty to name him, attest, a noted *story teller*:

[FOR THE N. Y. AMERICAN.]

JOHN RANDOLPH, OF ROANOKE.

It is to be hoped, that some one of the late John Randolph's intimate friends, who possesses the necessary qualifications, will undertake to give his biography to the world. He has been too remarkable a character, and has filled too large a space in public estimation, to be passed over merely with a few newspaper sketches, which will soon be lost or forgotten. Such an ardent and devoted admirer of his native State, who always exercised his brightest talents in her defence, cannot surely long remain without a biographer in Virginia, which still abounds with distinguished men. In the mean time, those who can relate any characteristic anecdotes of Mr. Randolph, may be excused for indulging in such reminiscences.

It was my good fortune to cross the Atlantic with him the first time he went to England, and to pass some time with him in London; and I can unhesitatingly declare, that I never travelled with so entertaining a companion: nor have I ever met with his equal for diversity of knowledge. If my memory were as good as his was, I could write a very amusing book of his sayings and anecdotes, historical, biographical, political, classical, theological, &c., but as it is not, I can only venture to relate a few of the more striking circumstances which occurred whilst we were together.

The first time I ever saw Mr. Randolph was the morning on which we embarked in the packet ship Amity for Liverpool, March 16, 1822.

I was introduced to him by a mutual friend, who casually mentioned, at the moment, that I was an Irishman. Shortly afterwards, Mr. R. came up and addressed me as follows:—"I am very happy, Sir, "to meet with an Irishman, for I love your country, "and admire her sons—and daughters too, Sir. Miss "Edgeworth is my great favorite. I know her works "almost by heart. By the way, perhaps you can "solve a difficulty which has often puzzled me in the "geography of Ireland. Why is it, Sir, that in every "map of Ireland I have ever seen, the town of "Ballinasloe is placed on the *wrong* side of the river "Suck?"

I could not forbear laughing at the singularity of the question, whilst I replied—"As we are to be "fellow-passengers, Mr. Randolph, I may as well "confess my ignorance at once, by declaring that I "not only cannot answer your query, but I really was "not before aware that there was a river of that "name in Ireland, never having visited Ballinasloe:" and I then asked—"How came you to know the lo-"calities of Ireland so minutely?" "By books, "conversation, and the blessing of a memory which "never forgets anything," he replied. In fact, we were not two days together, before I discovered that he was intimately acquainted with every part of England, Ireland, and Scotland—not only as to cities and towns, but gentlemen's country seats; and he knew the history of every celebrated horse-race and of every race-horse in England. He was very fond of displaying his knowledge of the most minute facts on these points, and it was very agreeable to myself and the other passengers to listen to him.

Just before we sailed, the Washington papers were received announcing the defeat of the Bankrupt bill by a small majority. At the moment, I forgot that Randolph had been one of its most determined opponents, and I spoke with the feelings of a Merchant when I said to him—"Have you heard the very bad "news from Washington this morning?" "No "sir," replied he with eagerness, "what is it?"—"Why sir, I am sorry to tell you that the House of "Representatives have thrown out the Bankrupt bill "by a small majority." "*Sorry*, sir!" exclaimed he, and then taking off his hat and looking upwards he added most emphatically, "thank God for all His "mercies!" After a short pause he continued, "how "delighted I am to think that I helped to give that "hateful bill a *kick*—yes, Sir, this very day week I "spoke for three hours against it, and my friends, "who forced me to make the effort, were good "enough to say that I never had made a more suc-"cessful speech; it must have had *some* merit, Sir, "for I assure you that whilst I was speaking, *altho' "the Northern mail was announced, not a single "member left his seat to look for letters*, a circum-"stance which had not occurred before during the "Session!" I endeavored to combat his objections to a Bankrupt Bill subsequently, but of course without any success; he felt as a *Planter*, and was very jealous of the influence of *Merchants* as Legislators.

One of our company was an excellent chess player, and frequently challenged Randolph to a game, but for a long time he refused. "I have not played at "chess, Sir," said he, "for seventeen years, and "cannot recur to the last game I played but with un-"pleasant feelings, for it lost me a friend for ever. "You have heard, I dare say, of my intimacy with "Mr. Jefferson, but perhaps you don't know that "he took more pride in his skill at chess than in "any thing else—very few indeed, Sir, could beat "him, and he could not endure defeat. I was aware "of this, and had always declined playing with him, "because I *was* his match, until one unfortunate "evening, when he touched my Virginian pride in "so pointed a way I could no longer refuse, and we "sat down at the game. I soon cried 'check-mate,' "and he never forgave me afterwards!"

Mr. Randolph had a large box full of books with him which he was taking to England to get bound. I asked him why he had not sent them to Philadelphia or New York for that purpose. "What Sir," said he, "patronize our Yankee task-masters who "have imposed such a duty upon foreign books! ne-"ver, Sir, never! I will neither wear what they "make, nor eat what they raise, so long as my purse "can get supplies from *old* England, and until I can "have my books properly bound *south* of 'Mason "and Dixon's line,' I shall employ John Bull!" One day at dinner the Captain said, "Mr. Randolph, will "you allow me to help you to some codfish?" "No, "Sir, it comes from New England," was his laconic reply. Whenever he praised any northern man, it was always with this limitation—"He is the clever-"est man I know, north of the Potomac!"

On Sundays he used to read for us a chapter in the Bible or part of the Church service, and once he made an extemporaneous prayer; and he never would permit any reflections to be cast upon religion without a very pointed rebuke. He told me that for many years he had been corrupted by the infidelity which prevailed amongst many of the leading politicians at Washington; but that in the year 1816, during a severe fit of illness, he had a remarkable vision, which completely dispelled the delusions under which he had surrendered his faith, and that since then he had been a firm believer in Christianity. He shewed me a letter which he wrote immediately after this illness addressed to a bosom friend in Virginia, in which he gave a circumstantial detail of his "conversion," as he always termed it, and he even gave the words which were uttered in his ears by his invisible monitor during the vision. "This letter," said he to me, "contains nothing but the truth, strange as it may "appear to you, and it would make me miserable to "doubt it!" Whilst conversing on this subject, he told me that the late Mr. Pinkney of Baltimore had assured him, just previous to his death, of his unshaken belief in the truths of Christianity. Of Mr. Jefferson, however, he gave a very different account, which I can *now* readily believe after having read his letters, although at the time (1822) I thought Randolph was too strongly prejudiced against him.

No. II.

Virginia was one of his favorite topics, and the enthusiasm with which he spoke of her was delightful. "But alas!" he used sometimes to say, "the days of "her glory are past. Old Virginia is no more. The "title of Virginia gentleman, which used, in my young "days, to be our boast, has almost become obsolete, "for which we have to thank the repeal of the good "old English laws of primogeniture. It was a great "mistake, Sir, made by our politicians to break down "our native aristocracy. It gave us an ascendancy "in the councils of the Nation, which we are now "fast losing—'the glory of Israel has departed.'"

His three greatest living favorites were Nathaniel Macon (whom he always called "Uncle Nat,") Judge Marshall and Mr. Tazewell; even when playing at whist, if any contest arose on the rules of the game, he used playfully to exclaim—"I'll leave it to Uncle Nat and Tazewell—their decisions are *law* with me."

In speaking of authors, I found that he was a great admirer of Milton, but he did not like Young, Thomson, Johnson, or Southey. His classification of modern poems was very curious. "Sir, I place first on "the list 'Tom Crib's memorial to Congress,' next "'The two-penny post bag,' and third, 'Childe Ha-"rolde's Pilgrimage;' but 'I can't go (a favorite expression) Moore's songs—they are too senti-"mental.'" In looking over his books one day, I discovered 'Fanny,' Mr. Halleck's very amusing satirical poem. "I am glad," said I, "that you do "not proscribe Yankee poetry as well as Yankee "codfish." "No sir," replied he, "I always ad-"mire talent, no matter where it comes from; and "I consider this little work as the best specimen of "American poetry that has yet been given to the "world. I shall take it to England with me and pre-"sent it to the lady whose talents and conversation I "shall most admire." When I afterwards met him in London, I recollected this conversation, and asked—"Well, Mr. Randolph, who got 'Fanny?'" "Your "countrywoman, Miss Edgworth—she has no com-"petitor in my estimation."

But, to return to our voyage—he proposed that we should read 'Fanny' together, to which I willingly consented, and here I must regret that I cannot do justice to his readings—but my memory is at fault.—whenever he came to any allusion in the poem, either personal or political, up went his spectacles and down went the book, and he introduced some anec-

dote to the point, or told some story of his first visit to New-York; and in this most entertaining way we took *three* mornings to get through "Fanny."—I wish I could embody the "context" which he gave to the "text" as we went along; all I can say, is, that it was worthy of the poem, and I am sure that Mr. Halleck would have been flattered to have had such an able commentator.

He showed me his note book, which was a strange medley about horses, slaves, epitaphs, pieces cut out of newspapers, receipts, congressional anecdotes, quotations, &c. &c. He also kept a regular diary, and could tell at whose house he dined every day in Washington—who the company were—and the leading topics of conversation. Pointing to a particular date he said, "Sir, I shall never forget a circumstance "that occurred at Mr. ——'s table. There was a "large company, and amongst them a hoary headed "debauchee, whose vices had brought him to the verge "of the grave—he had the audacity, Sir, to call in "question the existence of the Deity—presuming, I "suppose, that there were some kindred spirits pre-"sent. I happened to sit opposite to him, and was "so disgusted by his impiety, that I could not avoid "exclaiming—'I think, Sir, you might better have "'been silent on that subject—for, judging from *ap-*"*'pearances*, in a very short time *you* will have *oc-*"*'cular proof* of the power of that God, whose ex-"'istence you now question.' He turned pale with "anger, and trembled, but made no reply, and the "company soon afterwards broke up, but I never "again noticed him.—Perhaps I was wrong, Sir, in "correcting him, but you know I am 'hair trigger,' "I go off at 'half-cock'"!

When speaking of his younger days, he used to say that whatever mental advantages he possessed, were owing to the assiduous care of his mother—and he used to speak of her in the most glowing terms of filial affection, never using her name without the exclamation of "My Mother—God bless "her"!

He made us well acquainted with his favorite slave "Juba," whom he daily cited for some good quality or another. "He has not half the talents of "my man Juba, Sir," was a frequent expression, when discussing the merits of a politician whom he disliked.

His knowledge of the most important light houses, points of land, latitude and longitude of places, was very great, and astonished even our Captain, with whom he made several amusing bets on the subject, which, by the way, he always won. Two or three days before we made the land, we were sitting on deck, whilst the Captain was taking an observation at noon. "Pray," said Randolph, "what is our lat-"itude and longitude now?" The Captain told him. "How do we head by the compass?" This also was told him. "Now, Captain," continued he, "can "you tell me 'off the book,' what land we shall "first make if we continue on our present course?" "Why," replied the Captain, "if you show me the "chart, I'll tell you in a minute." "Oh no!" exclaimed Randolph, "you must go by head work—*I* "say we shall hit 'Sligo head,' and I'll back my "opinion by a pipe of wine or Schuydam gin,'" a favorite bet with him. "I wont bet any more," replied the Captain, "but I shall prove you to be wrong "by the chart, for I say we shall make the Mull of "Cantire." The chart was produced—the compass used—the line drawn, and—"By George, you're "*always* right," shouted the Captain, as the line touched Sligo Head—"I'll never contradict any as-"sertion of your's again, Mr. Randolph, upon any "point."

On the 5th April we made the land about 12 o'clock, but as the wind had varied after Randolph's prediction about "Sligo Head," we first saw the mountains of Donegall, which are farther north.—After we had gone some hundred and fifty miles along the coast, which is very barren to the eye, Randolph said to me, "Well sir, I now believe the "story told by Arthur Young, of a farmer who took "his son out walking a few miles distant from his "home in the County Meath—they passed a *tree*—"the boy stopped and asked 'Father what is *that*?' "never having seen one before! Here we have "been sailing by Ireland for a whole day, and I have "not laid eyes yet on a single tree!"

I assisted Randolph in assorting his papers, books, &c. a day or two before we reached Liverpool, and he insisted upon presenting me with several of them; but at length he became so very generous I positively refused to receive any more. I happened to mention that I had forgotten in the hurry of departure to procure "Waite's State Papers," which had recently been published by order of Congress, for my father, who was fond of all such American publications. "Sir," said Randolph instantly, "he shall have my copy." "By no means," replied I, "you have already been too liberal, and I positively refuse "to accept another book from you." "Pray, Sir," rejoined he, in a half-comic, half-serious way—"do you hold a power of attorney from your father "to take or reject all presents made to him?—if you "do, produce it—let us see the seal—if not, the "question admits of no argument. I do not give *you* "the books, as you don't deserve them—they are "your father's, Sir; and if you refuse to take them, "I shall find another carrier!" I had previously told him that my grandfather had been very kind to those Americans who visited Cork during the Revolutionary War, for which he had received the thanks of Congress, through General Washington, who had also sent him his miniature likeness in a gold ring, which the family felt very proud of.

After the conversation about the books, he sat down and wrote the following letter on his knee, addressed to my father:

"*Amity at Sea, April* 4, 1822.
"*Lat.* 54 30. *long.* 13 *E.*

"Sir: Having had the pleasure of an introduction to your son by Mr. ——, of New-York, on the morning of our embarkation for Liverpool, I have taken the liberty to order my bookseller at Washington to send to your address a copy of Waite's State Papers, printed by order of Congress.

"I am not too young to remember the capture of Burgoyne: and most of the subsequent events of our struggle for independence are also indelibly impressed upon my memory. As the countryman of Washington, (for *I* too am a Virginian!) I offer these records of the Government of which he was the founder, to the son of that man, who received, through him, the thanks of Congress for his humanity and kindness to our poor Americans, during those times.

"The enclosed Coat-of-arms, if pasted in the first volume, will be evidence unquestionable of your title.

"I am, sir, your father's obliged fellow creature, and your humble servant,

JOHN RANDOLPH, of Roanoke,
Charlotte county, Virginia."

I may here add, that the said books were forwarded from Washington to New York, and unfortunately put on board the packet ship Liverpool, which was lost in the ice on her *first* voyage, and every thing went down but the passengers and crew, who were saved in the long-boat. My father therefore only received the preceding letter, much to his disappointment.

JOHN JAY.—In noticing some weeks ago the life of this honest and eminent American, we alluded particularly, and with expressions of great admiration, to a correspondence between him and Mr. Van Schaack, of Kinderhook. We now make room for this correspondence, which—with the single remark that Mr. Jay and Mr. Van Schaack took opposite sides in the American revolution—explains itself.

We have italicised one passage as worthy of all admiration; and well would it be for the country, and for the honest fame of those who govern it, that modern statesmen could fashion their course by such principles.

We hope these letters will be generally read. We have read them over and over again, and would not willingly call that man friend whose heart does not swell within him, as his eye takes in the noble sentiments of these two congenial friends.

To John Jay.

LONDON, 11th AUGUST, 1782.
(*Rathbone place*) *No* 20, *Charlotte street.*

Dear Sir—Though I have taken up my pen to write to you, I own I hardly know what to say; embarrassed as I am by a consideration of the strange predicament we stand in to each other, compared with our connexion in early life. I write, therefore, without any precise object, trusting to what chance (if any thing it should) may produce from it. One thing, however, I must premise, which is, that I have no design of making this introductory to any improper request. Pride, or whatever it may be called, will restrain me from any application that might expose me to the mortification of a refusal; and I am not so week as to *attempt* to prevail in any matter inconsistant with your *duty*, and *your* sense of it.—The impressions of my youth are not easily effaced; and the new scenes I have passed through have not altered my old notions of right and wrong. *Cælum non animum.* Whether what has passed has altered your opinion of me as a *man*, I own, is a question I could wish to have resolved. The artificial relations, introduced by a state of society, may vary, or be dissolved, by events and external circumstances;—but there are others, which nothing but deviation from moral rectitude can, I think, annihilate.

I congratulate you on the increase of your family, and sincerely wish you and Mrs. Jay, every domestic happiness. I am dear sir, Your most obedient servant.

PETER VAN SCHAACK.

To Peter Van Schaak.

PARIS, 17th SEPTEMBER, 1782.

Dear Sir—Dr. Franklin sent me, this morning, your letter of 11th August last: I thank you for it.—Aptitude to change in any thing, never made a part of my disposition, and I hope makes no part of my character. In the course of the present troubles I have adhered to certain fixed principles, and faithfully obeyed their dictates, without regarding the consequences of such conduct to my friends, my family or myself; all of whom, however dreadful the thought, I have ever been ready to sacrifice, if necessary, to the public objects in contest.

Believe me, my heart has nevertheless been, on more than one occasion, afflicted by the execution of what I thought, and still think, was my duty. I felt very sensibly for you and for others; but as society can regard only the political propriety of men's conduct, and not the moral propriety of their motives to it, I could only lament your unavoidably becoming classed with many whose morality was convenience, and whose politics changed with the aspect of public affairs.

My regard to you, as a good old friend, continued notwithstanding. God knows that inclination never had a share in any proceedings of mine against you; from such thorns no man could expect to gather grapes; and the only consolation that can grow in their unkindly shade is a consciousness of doing one's duty and the reflection that *as, on the one hand, I have uniformly preferred the public weal to my friends and connexions; so on the other, I have never been urged on by private resentment to injure a single individual.*

Your judgment, and consequently your conscience, differed from mine on a very important question; but though, as an independent American, I considered all who were not for us, and you among the rest, as against us; yet, be assured, that John Jay did not cease to be a friend to Peter Van Schaack.

No one can serve two masters: either Britain was right, and America wrong; or America was right, and Britain wrong. They who thought Britain right were bound to support her; and America had a just claim to the services of those who approved her cause. Hence it became our duty to take one side or the other; and no man is to be blamed for preferring the one which his reason recommended as the most just and virtuous.

Several of our countrymen, indeed left and took arms against us, not from any such principles but from the most dishonorable of human motives.—Their conduct has been of a piece with their inducements, for they have far outstripped savages in perfidy and cruelty. Against these men every American must set his face and steel his heart. There are others of them, though not many, who, I believe, opposed us because they thought they could not conscientiously go with us. To such of these as have behaved with humanity, I wish every species of prosperity that may consist with the good of my country.

You see how naturally I slide into the habit of writing as freely as *I used* to speak to you. Ah! my friend, if ever I see New-York again, I expect to meet with 'the shade of many a departed joy.' My heart bleeds to think of it.

How is your health? Where and how are your children? Whenever as a private friend, it may be in my power to do good to either, tell me. While I have a loaf, you and they may freely partake of it. Don't let this idea hurt you. If your circumstances are easy, I rejoice; if not, let me take off their rougher edges.

Mrs. Jay is obliged by your remembrance, and presents you her compliments. The health of us both is but delicate. Our little girl has been very ill, but is now well. My best wishes always attend you, and be assured, that notwithstanding any political changes, I remain, dear Peter,

Your affectionate friend and servant,

JOHN JAY.

To John Jay.

LONDON, OCT. 15, 1782.

Dear Sir: I will not attempt to describe my feelings upon the perusal of your very friendly letter. I consider it as a perfect picture, in which I can trace every well known feature of your character. Your unreserved commemoration of our old friendship, and assurance of its continuance: your kind inqui-

ries into the situation of me and my children; and generous offers with respect to both them and myself; and your pathetic allusion to the melancholy scenes you will meet on your return to New-York, melted my heart; and every idea of party distinction or political competition vanished in an instant.

The line you have drawn between your political character and your private friendship is so strongly marked, and will be so strictly attended to by me, that I hope our correspondence will not end here. Be assured, that were I arraigned at the bar, and you my judge, I should expect to stand or fall by the *merits of my cause*.

With respect to the great contest in which, unfortunately, I differed from others of my valuable friends as well as yourself, I can say with the most sacred regard to truth, I was actuated by no motive unfriendly to my country, nor by any consideration of a personal or private nature. Men's hearts are not always known even to themselves; but, believe me that I spared no pains in examining into all the secret recesses of mine. I can say, too, that my wishes were to have gone with you. The very appearance (and in my view of things it was appearance only) of taking part against my country distressed me to the extreme. Could it be for the welfare of great Britain that I could wish to sacrifice the welfare of my native country? My attachment to her (great indeed it was) was founded on her relation to America, and the happiness which I conceived America derived from it: nor did it appear to me, from anything that had happened, that the connexion was dissolved. Upon the whole, as even in a doubtful case, I would rather be the patient sufferer, than run the risk of being the active aggressor; and as I should rather be even a figure for the hand of scorn to point its slow and moving finger at than to destroy the peace of my own mind, I concluded, rather than to support a cause I could not approve, to bear every distress that might result from the part I took; and if America is happier for the revolution, I declare solemnly that I shall rejoice that the side I was on was the unsuccessful one.—You, my dear sir, will excuse my saying thus much on a subject so interesting to all that is dear to me in life. My heart warms whenever our country (I must call it my country) is the subject; and in my seperation from it, 'I have dragged at each remove a length ening chain.'

I am sorry that the health of you and Mrs. Jay should be but indifferent; and you have my cordial wish that you may both enjoy this individual blessing Perhaps it would sound *equivocally* were I to express a wish that you would not attend so much to *public business*, but remember what Horace says of a wise and good man: 'Ultra quam satis est, *virtutem* si petat *ispam*.' Your horse, I hope is your only physician; and as to an apothecary, I hope you will not require even an ass. My health, which you kindly inquire after, was never better, saving the complaint in my sight, which, however, gives me no *pain*. The one eye is quite useless, and two years ago I got an attack upon the other; at that period indeed my friend, I wanted consolation; but bless God I found resources in my mind which very soon prepared me with resignation for the worst.

"As to my circumstances, my dear sir, they are quite easy; rendered so by the provision my good father-in-law made for my children: were they otherwise I know no man who could sooner induce me to invade my maxim against incurring pecuniary obligations than yourself, for between the professions and actions of my friend, John Jay, I never yet have known one instance of a variance. My spirits, too, are good; and I have a good circle of acquaintances, not only in town, but in the pleasant villages in its neighborhood, where I frequently walk ten or twelve miles before dinner. Upon the whole, I believe few persons enjoy more social and convivial hours than I do; and though I do not so often partake of the "feast of reason and the flow of soul,' as I did at New York, yet I ought rather to be thankful for my situation than to repine at my share of the public calamity, which has involved so many families in ruin.

My children (I acknowledge it gratefully) have been permitted to remain at Kinderhook; which, by-the-bye, is become the Athens of the county of Albany; Harry is represented to me as a lively boy, and has been examined and approved at Yale College: I hope the poor fellow will not be reproached with the *malignity* of his father; on my part, I assure you, I have often cautioned my friends to take care not to let him imbibe any political prejudices on account of any ill usage he might possibly suppose I had received. I would not let him come to England, because I mean he shall never leave America. If he has an American education, with a good share of the weighty bullion of American sense, I shall not regret his being unacquainted with the refinements of the Old World. Can you forgive me for dwelling so long on my private concerns?—Your kind inquiries convince me you can. What a great theatre you are acting upon, and what a conspicuous part do you sustain! What a fund of information must you have collected; and, conscious of the rectitude of your measures, what must be your feelings upon the consummation! I have always considered you as one of the most formidable enemies of this country, but since what has happened, has happened, there is no man to whom I more cordially wish the glory of the achievement. My respectful compliments to Mrs. Jay; and believe me, dear sir, your affectionate friend and sincere well wisher,

PETER VAN SCHAACK.

THE COTTON TRADE.—In France, in 1831, the cotton spun was 74,000,000 lbs. besides the British yarn smuggled through Flanders. In Alsace power looms are increasing fast. Average wages of spinners, 5s. 8d.; hours of labor 12 to 14 hours. In Switzerland, in 1831, the cotton spun was 18,816,000 lbs. No. 40 costs 14 1-2d. when cotton is 8d. 3-5ths, wages, 4s. 5d.; wages in similar mills in Britain, 8s. 4d. In the Prussian and Rhenish Provinces, in 1830, the cotton spun was 7,000,000 lbs. Power looms have been profitably introduced. In Saxony cotton spinning is just commencing, and fast augmenting; in 1831 there was spun 1,200,000 lbs. of cotton; average wages, 3s. 6d. They spin as cheap as the British as high as No. 50 warp, and No. 80 weft. In Lombardy, in 1831, the cotton spun was 4,000,000 lbs. In Austria it is fast advancing; in 1831, 12,000,000 lbs.; average wages, 3s. 9d. In India the new mill, 12 miles above Calcutta, works every day, 91 hours in the week. The spinner managing one mule earns 1s. 9d.; his piecers (three in number) 9d. to 1s. each. No. 20 to No. 40. In the United States, in 1831, the cotton spun was 77,550,000 lbs.

Franklin's Familiar Letters.—Dr. Franklin says in 1767 of *French Rouging:*

"As soon as we left Abbeville, the swarthiness returned. I speak generally; for there are some fair women at Paris, who, I think, are not whitened by art. As to rouge, they don't pretend to imitate nature in laying it on. There is no gradual diminution of the colour, from the full bloom in the middle of the cheek to the faint tint near the sides, nor does it show itself differently in different faces. I have not had the honour of being at any lady's toilette to see how it is laid on, but I fancy I can tell you how it is or may be done. Cut a hole of three inches in diameter in a piece of paper; place it on the side of your face in such a manner as that the top of the hole may be just under the eye; then, with a brush dipped in the colour, paint face and paper together; so when the paper is taken off, there will remain a round patch of red exactly the form of the hole. This is the mode, from the actresses on the stage upwards through all ranks of ladies, to the princesses of the blood."

Sunday Amusements.—In an old magazine, printed about the year 1789, the writer, speaking of the persons whose habit it was to resort to the various tea-gardens near London, on a Sunday, calculates them to amount to 200,000. Of these, he considers that not one would go away without having spent half a crown, and consequently, the sum of £25,000 would have been spent in the course of the day: 25,000 multiplied by the number of Sundays in a year, gives, as the annual consumption of that day of rest, the immense sum of £1,000,000! The writer calculates the returning situation of these persons as follows:—Sober, 50,000; in high glee, 90,000; drunkish, 30,000; staggering tipsy, 10,000; muzzy, 15,000; dead drunk. 5000.—Total, 200,000.

Dr. Franklin on Orthography.—The following was written at Philadelphia, July 4, 1786:

"You need not be concerned, in writing to me, about your bad spelling; for, in my opinion, as our alphabet now stands, the bad spelling, or what is called so, is generally the best, as conforming to the sound of the letters and of the words. To give you an instance. A gentleman received a letter, in which were these words:—*Not finding Brown at hom, I delivered your meseg to his yf.* The gentleman finding it bad spelling, and therefore not very intelligible, called his lady to help him read it. Between them they picked out the meaning of all but the *yf*, which they could not understand. The lady proposed calling her chambermaid, because Betty, says she, has the best knack at reading bad spelling of any one I know. Betty came, and was surprized that neither Sir nor Madam could tell what *yf* was. "Why," says she, "*y f* spells *wife*, what else can it spell?" And, indeed, it is a much better, as well as shorter method of spelling *wife*, than *Doubleyou, i, eff, e*, which in reality spell *Doubleyifey*.

There is much rejoicing in town to-day, it being the anniversary of the Declaration of Independence, which we signed this day ten years, and thereby hazarded lives and fortunes. God was pleased to put a favorable end to the contest much sooner than we had reason to expect. His name be praised.

Adieu, B. FRANKLIN."

Iron Houses.—The new process for smelting iron by raw coal and hot air blast, is producing a great change in iron trade; and it is anticipated by good judges, that no long period will elapse before cast iron of the quality known as No. 1, will be manufactured at the cost of about 40s. or 45s. the ton. When this takes place generally, it must inevitably produce an effect which will pervade almost every condition of society. Rich and poor will, by degrees, find themselves inclosed in iron cages; and fir joists, and slate roofs, will become things to be alluded to as betokening something venerable from antiquity. The introduction of iron into building operations will, no doubt spread rapidly, as the price of cast iron falls; and, if unskilfully done at the outset, we may have a number of imperishable monuments of bad taste wherever we go. It is, therefore, of importance that good examples should be given in time, and that architects should be prepared for the change, so as not to leave the matter to the caprice or taste of the workmen of the founderies.—[Loudon's Encyclopedia of Architecture.]

[*From a Quebec paper.*]

NICE AND SKILFUL CALCULATION.—On Tuesday last, at 5 P. M. the operation of throwing down, by blasting with gunpowder, about 40 feet of the old French curtain in the works of the Citadel, was performed by the Royal Engineers, under the superintendence of Capt. Alderson, commanding in this District. It was intended that this portion of the old work, which it was requisite to remove to make a gateway with a casemated guard room, should be taken down; and it was intended to have done so with manual labor, but the frost was found to have penetrated so completely into the parapet, that this mode would have consumed more time than could be conveniently spared, and it was judged expedient to have recourse to mining. Three chambers were made in the parapet; that in the centre containing 90 lbs. of powder, and the two flank chambers 70 lbs. each. The saucisons were composed and placed so as to ignite the chambers at the same instant. The force of the powder exerted itself horizontally; not a single stone was thrown upwards; and the quantity of powder was so nicely judged, that the old work thrown down did not extend beyond the space required for the gate, &c. to be constructed, and was almost as completely loosened and reduced fit for removal, as if the work had been done with tools, and without shaking or injuring the new wall, or revetment, in the slightest degree, though the portion of the ancient work thrown down was separated from it by only a few inches.

POETRY.

[FOR THE N. Y. AMERICAN]

The following touching lines are from the pen of *Mrs. Florida White*, and were addressed to her father, Gen. Adair, of Kentucky, late Governor of that State, and at present a Member of Congress.

This gifted lady accompanies her husband, the honorable Jos. M. White, of Florida, on a voyage to Europe, for the benefit of her health. The best wishes and earnest prayers of a wide circle of friends accompany them.

1.

Farewell to thee, land of my birth!
Though I leave thee to wander afar,
Thou art dearer to me than the rest of the earth—
Aye! dear as my own natal star:
And though I should see thee not—even for years—
I shall think of thee always; and often in tears.

2.

Farewell to thee!—land of my sire!
Abode of the brave and the free,
If ever man cherish'd a patriot's fire
And worshipped his country—'twas *he*:
O how could I part from his lov'd—native shore,
If I fancied his arms would enfold me no more!

3.

Sweet *home* of my mother!—farewell!
As *His* I recalled thee with pride—
As *Hers* such fond thoughts on my memory swell
That utterance choaks with their tide.
If the *thought* of *her* only thus thrills through my heart,
Could I see her once more—should I ever depart.

4.

Bright scenes of my childhood!—adieu!
Sweet haunts of my half open'd mind,
And ye sports! Love and Youth, consecrated by you,
Oh! how shall I leave you behind?
To part thus from brothers—from sisters—from friends—
Is their ought upon earth that can make me amends?

New-York, 7th June, 1833.

PRICES OF RAILROAD STOCKS.

New-York and Harlaem ..... asked	96¼—offered	95
New-York and Albany.....	— —	—
Canajoharie and Catskill	— —	—
Mohawk and Hudson..... } Do. (Branch). }	— —	—
Ithaca and Owego.....	—	
Saratoga and Schenectady	126¼—	126¼
Fort Edward and Saratoga....	— —	—
Boston and Worcester	— —	—
Boston and Providence.....	118 —	118
N.York, Providence, and Boston	104¼—	104¼
Paterson and Hudson.....	99 —	96
N. J. Railroad & Transp. Line..	91 —	91
Morris Canal	109¼—	107¼
Delaware and Hudson Canal ..	— —	—

MARRIAGES.

On Tuesday morning, at St. John's Church, by the Rev. Dr. Berrian, FRANCIS BRINLEY, Jr. Esq. of Boston, to Miss SARAH OLCOTT PORTER, of this city.

On Tuesday morning last, by the Rev. Dr. Brownlee, Mr. JOHN FERGUSON, formerly of Baltimore, to Miss JENNET, daughter of Mr. John McNiesh, of this city.

On the 11th instant, by the Rev Dr. Hawks, D. S. JONES, Esq. to MARY, eldest daughter of the late Governor Clinton.

On Thursday morning, in Carmine street Church, by the Rev. B. Downer, Mr. Aaron W. Johnson, to Miss Mary Seally.

On Tuesday evening last, by the Rev. Hy. Chace, Mr. John B. Blair, to Miss Mary B. Mott, both of this city.

On the evening of Wednesday, 5th of June, at Prospect Hill, L.I. by the Rev. Dr. Broadhead, George Kellogg, M.D., to Miss Lydia Maria, daughter of John Van Antwerp.

On Thursday, the 6th inst., at Christ Church, Hudson, by the Rev. Mr. Andrews, JACOB A. HOWARD, merchant of this city, to JANE A., daughter of the late Wm. Norman, of the former place.

At Yonkers, on Monday, 3d inst. by Rev. Mr. Crosby, Sylvester R. Comstock, to Catherine Ann, daughter of the late Gerardus A. Cooper, M. D. of this city.

At Danbury, Con. on Tuesday, 4th inst., by Rev. Mr. Rood, Lucius H. Boughton, to Emily R., daughter of Daniel Comstock, M. D., all of that place.

At Utica, Charles P. Kirkland, to Mary Walker, daughter of the late James S. Kip.

At Albany, on Tuesday evening last, by the Rev. Albert Smedes, the Hon. Peter Gansevoort, to Miss Mary, daughter of the Hon Nathan Sanford.

At Albany, on Tuesday evening last, by the Rev. Dr. Ludlow, Mr. Philip Van Rensselaer Livingston, of Bath, Rensselaer co., to Miss Mary Hopkins, of Albany.

In Geneva, N.Y. on Thursday evening, the 30th ult. Mr. Joseph F. Bacon, of Irelandville, Steuben co., to Miss Matilda Cowles, of the former place.

In Owasco, on the 22d ul. Mr. William Howe Cuyler, of Palmyra, to Miss Eliza Akin, of the former place.

DEATHS.

On Monday last, after a lingering illness, ADELINE, wife of Henry Wm. Channing, Esq. in the 23d year of her age.

This morning, JOHN BINGHAM, Esq., an old and very respectable inhabitant of this city, for many years a member of the Common Council.

This morning, MARY WARNE, infant daughter of Nathaniel Ferris.

Suddenly this morning, CATHERINE MYERS LEWIS, of London, wife of Alfred Lewis, aged 26 years.

On Monday morning, at his residence, Halletts Cove, L. I., Mr. OWEN WARDELL, of the firm of C. & O. Wardell.

On Saturday morning, Mr. JAMES J. THOMPSON, in the 23d year of his age.

Near Edwardsville, Illinois, 9th ult. of cholera, Rev. David Foster, a Minister of the Cumberland Presbyterian order, aged 53. At the time of his decease he was acting as Agent for the Am. Tract Society.

At Albany, on Friday morning, Mrs. Mary Brown, wife of the Rev. David Brown, of Lockport, and daughter of L. Cruttenden, Esq. of the former place.

At New-Orleans, 21st ult. Dr. Lewis Heermann, Sr. Surgeon of the United Sta es Navy.

At Washington City, 5th inst. in his 62d year, Rev. John Chalmers.

At Boston, on Monday, David Tyler, Esq. aged 46, Vice Consul of his Catholic Majesty

At Northampton, Mass., May 29, Timothy E. Dwight, son of the late Josiah Dwight, aged 26.

At Milenburg, (Lou.) on the 17th ult. Rhoda, aged 15 months, youngest daughter of Major John Mountfort, U. S. Artillery.

TO DIRECTORS OF RAILWAY COMPANIES AND OTHER WORKS.

☞ An Engineer lately from England, where he has been employed in the location and execution of the principal railways in that country, wishes to engage with some company in the United States.

From his practical knowledge of the various kinds of motive power, both of stationary and locomotive engines, also the construction of railway carriages of many descriptions, he has no doubt that he would prove of efficient service to any company having works now in progress.

Letters addressed to W. E. G. 35 Wall street, or to the care of Wm. & F. Jacques, 90 South street, will be punctually attended to. Most satisfactory reference can be given. m11 tf

RAILWAY IRON.

☞ Ninety-five tons of 1 inch by ¾ inch, 200 do. 1¼ do. do. do. 40 do. 1¼ do. do. do. 600 do. 2 do. do. do. 800 do. 2¼ do. do. do. soon expected.

Flat Bars in lengths of 14 to 16 feet counter sunk holes, ends cut at an angle of 45 degrees with splicing plates, nails to suit.

200 do. of Edge Rails of 36 lbs. per yard, with the requisite chairs, keys and pins.

The above will be sold free of duty, to State Governments, and Incorporated Governments, and the Drawback taken in part payment. A. & G. RALSTON.

9 South Front street, Philadelphia.

Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited to those disposed to examine them. J8 6m eowr

RAILROAD CAR WHEELS AND BOXES, AND OTHER RAILROAD CASTINGS.

☞ Also, AXLES furnished and fited to wheels complete, at the Jefferson Cotton and Wool Machine Factory and Foundry, Paterson, N. J. All orders addressed to the subscribers at Paterson, or 60 Wall street, New-York, will be promptly attended to. Also, CAR SPRINGS.

J8 ROGERS, KETCHUM & GROSVENOR.

☞ GRACIE, PRIME & CO., offer for sale, at 22 Broad street—

2 cases Gum Arabic
30 do. Danish Smalts, EFFF
10 do. Saxon do. de. } Reduced Duty
100 bags Saltpetre
2 do. Gall Nuts; 20 tons Old Lead
100 do. Trieste Rags, FF
6 boxes each 50 lbs. Tartaric Acid
6 do. each 25 lbs. do. do.
1 case 50 bottles Syrop de Vinaigre
10 cases White Hermitage; 20 do. Cotle Rotie
10 do. Dry St. Peray: 50 do. Bordeaux Grave
20 do Chateau Grille; 5 cases each 12 bottles Olives in Oil
8 bales Fine Velvet Bottle Corks
100 do. Bourbon Cloves
30 do. Molieres Almonds
143 bundles Liquorice Root
4 bales Goat Skins
1 cask Red Copper, 1 do. Yellow do.

DRY GOODS BY THE PACKAGE.

10 cases light and dark ground Prints
40 do. 3-4 and 6-4 colored and black Merinos
15 do. 5-8 colored and black Circassians
2 do. Silk Bandannas, black and colored
4 do. Italian Lustrings
3 do White Satteens
4 do. White Quiltings
10 do. Borrie's Patent Thread, No. 22 and 25
10 do. Super high col'd Madras Hdkts, ent. to debenture
100 pieces Fine English Sheetings, for city trade
3 cases Cantoon Cords
2 do. Super blue, black, and colored Cloths—selected expressly for Merchant Tailors
25 bales low priced poin Blankets.

PAPER—

IMPERIAL AND ROYAL—From the celebrated Saugerties Mills, of the following sizes, all put up with 480 perfect sheets to each ream—

Sizes—24x35. 24½x36, 24x34½, 26x36, 26x37, 29x41, 27x39½, 24x38, 24x20, 24x28, 21x26, 21x27, 20x24, &c., &c.

Also—All the old stock of Medium will be sold at very reduced prices, to close sales, the Mill having discontinued making that description of paper.

ALSO,

Chinese Colored Paper—for Labels, Perfumery, &c.
5 cases each 1600 Sheets Colored Paper
2 do do do do superfine
2 do do do fig. do do
3 do do do plain Gold do
2 do do do plain Silver do
2 do do do Silver do with red figures
2 do do do Gold do do
2 do do do Red do Gold do
2 do do do White do Silver do. A26

ENGINEERING AND SURVEYING INSTRUMENTS.

☞ The subscriber manufactures all kinds of instruments in his profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely *new*: among which are an Improved Compass, with a Telescope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also, a Railroad Goniometer, with two Telescopes—and a Levelling Instrument, with a Goniometer attached, particularly adapted to Railroad purposes. WM. J. YOUNG,

Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.

Baltimore, 1832.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use on the Baltimore and Ohio Railroad. I cheerfully furnish thee with the following information. The whole number of Levels now in possession of the department of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accidents to which all instruments of the kind are liable.

I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other description of Goniometer that we have yet tried in laying the rails on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely any thing to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to lateral angles of any simple and cheap instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy friend,

JAMES P. STABLER, Superintendant of Construction of Baltimore and Ohio Railroad.

Philadelphia, February, 1832.

Having for the last two years made constant use of Mr. Young's "Patent Improved Compass," I can safely say I believe it to be much superior to any other instrument of the kind, now in use, and as such most cheerfully recommend it to Engineers and Surveyors. E. H. GILL, Civil Engineer.

Germantown, February, 1832.

For a year past I have used instruments made by Mr. W. J. Young, of Philadelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad., Germant. and Norrist. Railroad

m1 1y

NOVELTY WORKS,

Near Dry Dock, New-York.

☞ THOMAS B. STILLMAN, Manufacturer of Steam Engines, Boilers, Railroad and Mill Work, Lathes, Presses, and other Machinery. Also, Dr. Nott's Patent Tubular Boilers, which are warranted, for safety and economy, to be superior to any thing of the kind heretofore used. The fullest assurance is given that work shall be done well, and on reasonable terms. A share of public patronage is respectfully solicited. m18

☞ TOWNSEND & DURFEE, of Palmyra, *Manufacturers of Railroad Rope*, having removed their establishment to Hudson, under the name of *Durfee & May*, offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the United States. As to the quality of Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson and Delaware Canal and Railroad Company, Carbondale, Luzerne county, Pennsylvania.

Hudson, Columbia county, New-York, January 29, 1833. } F31 tf

SURVEYORS' INSTRUMENTS.

☞ Compasses of various sizes and of superior quality, warranted.

Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by E. & G. W. BLUNT, 154 Water street, corner of Maidenlane.

J31 6t

INSTRUMENTS.

SURVEYING AND NAUTICAL INSTRUMENT MANUFACTORY.

☞ EWIN & HEARTTE, at the sign of the Quadrant, No. 53 South street, one door north of the Union Hotel, Baltimore, beg leave to inform their friends and the public, especially Engineers, that they continue to manufacture to order and keep for sale every description of Instruments in the above branches, which they can furnish at the shortest notice, and on fair terms. Instruments repaired with care and promptitude.

For proof of the high estimation on which their Surveying Instruments are held, they respectfully beg leave to tender to the public perusal, the following certificates from gentlemen of distinguished scientific attainments.

To Ewin & Heartte.—Agreeably to your request made some months since, I now offer you my opinion of the Instruments made at your establishment, for the Baltimore and Ohio Railroad Company. This opinion would have been given at a much earlier period, but was intentionally delayed, in order to afford a longer time for the trial of the Instruments, so that I could speak with the greater confidence of their merits, if such they should be found to possess.

It is with much pleasure I can now state that notwithstanding the Instruments in the service procured from our northern cities are considered good, I have a decided preference for those manufactured by you. Of the whole number manufactured for the Department of Construction, to wit: five Levels, and five of the Compasses, not one has required any repairs within the last twelve months, except from the occasional imperfection of a screw, or from accident, to which all Instruments are liable. They possess a firmness and stability, and at the same time a neatness and beauty of execution, which reflect much credit on the artists engaged in their construction.

I can with confidence recommend them as being worthy the notice of Companies engaged in Internal Improvements, who may require Instruments of superior workmanship.

JAMES P. STABLER, Superintendent of Construction of the Baltimore and Ohio Railroad.

I have examined with care several Engineers' instruments of your Manufacture, particularly Spirit levels, and Surveyor's Compasses; and take pleasure in expressing my opinion of the excellence of the workmanship. The parts of the levels appeared well proportioned to secure facility in use, and accuracy and permanency in adjustments.

These instruments seemed to me to possess all the modern improvement of construction, of which so many have been made within these few years; and I have no doubt but they will give every satisfaction when used in the field.

WILLIAM HOWARD, U. S. Civil Engineer.

Baltimore, May 1st, 1833

To Messrs Ewin and Heartte—As you have asked me to give my opinion of the merits of those instruments of your manufacture which I have either used or examined, I cheerfully state that as far as my opportunities of my becoming aquainted with their qualities have gone, I have great reason to think well of the skill displayed in their construction. The neatness of their workmanship has been the subject of frequent remark by myself, and of the accuracy of their performance I have received satisfactory assurance from others, whose opinion I respect, and who have had them for a considerable time in use. The efforts you have made since your establishment in this city, to relieve us of the necessity of sending elsewhere for what we may want in our line, deserve the unqualified approbation and our warm encouragement. Wishing you all the success which your enterprize so well merits, I remain, yours, &c.

B. H. LATROBE, Civil Engineer in the service of the Baltimore and Ohio Railroad Company.

A number of other letters are in our possession and might be introduced, but are too lengthy. We should be happy to submit them upon application, to any persons desirous of perusing the same. m25